N.N Navy News

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SWEETNESS AND LIGHT —

SO THAT's what they call light duties. . .

On a visit to the top of Gibraltar's Europa Point lighthouse, Wren(DSA) Sue Beckett (right) took a shine to the bulb and reflectors. And her climbing feat and dazzling smile helped gain LA(Phot) Chris North the top individual colour prize in the latest RN Peregrine Trophy Photographic contest.

The striking shot also featured in the portfolio which won the Peregrine Trophy itself for the HMS Rooke Photographic section. — All the winners and more pictures in centre pages.



— SPREAD OVER THE WORLD

THE "families charter" allowing wives and children to visit the United States while HM ships Invincible and Cornwall were there at Christmas and New Year proved a winner. Meanwhile, some of the ships' sailors chose to fly home to be with their families (see story in page 3, main edition).

Both the Invincible, seen entering Fort Lauderdale, and the Cornwall were at Mayport for Christmas.



NEW TRIO OF DUKES

JOINING the Royal Navy in the 1990s will be HM ships Westminster, Northumberland and Richmond — the names chosen for the trio of Duke class Type 23 frigates to be built by Swan Hunter Shipbuilders under a newly-announced order.

With first-of-class HMS Norfolk accepted by the Navy late last year, it means nine of the anti-submarine frigates are now building or on order.

In the announcement of the latest order it was stated that three yards — Cammell Laird (Birkenhead), Swan Hunter (Wallsend) and Yarrow (Glasgow) — had responded to the invitation for competitive bids, and the competition had underlined the benefit of ordering in batches.

After evaluation of the bids, it was decided, subject to contract, to place the order with Swan Hunter. Both Swans and the other yards were "extremely competitive" and it was sure they would be keen bidders for future requirements.

They would be able to bid for another batch of Type 23s, for which it was hoped to invite tenders in 1990.

In addition to the Norfolk (pictured on the back page), ships for which orders were placed earlier are: HMS Argyll, Lancaster, Iron Duke, Monmouth and Montrose, at Yarrows; and HMS Marlborough, at Swan Hunters.

The first of the ships of the latest order should be in service in about four years.

Their names have all been used by the Royal Navy before. The Service has had a number of Northumberlands, while the Westminster and Richmond have both served as destroyers.

Biscay flight saves 21

TWO Sea King helicopters battled against a storm that forecasters compared with the hurricane of 1987 to rescue 21 people from a drifting cargo ship in the Bay of Biscay last month.

They were called out at the request of the French authorities from RN air station Culdrose — and the head winds they encountered on the way so reduced their ground speed that they had to call at Lanveoc in Brittany to refuel.

Lieut.-Cdr Ian Domoney, first pilot of the second aircraft, said they found a 45-50 ft swell at the scene with waves at least 45 ft high.

"Conditions were very turbulent with heavy rain showers sweeping in. There were 18 crew — and three women, one or two of whom had been slightly injured — on board, but we managed to get them all off without further mishap.

Steering gear

A French tug was sent out to take charge of the ship, the 4,000 tonne Julia del Mar, which had lost her steering gear in the storm.

The helicopters were crewed by: (1) Lieut Simon Ewing, first pilot; Lieut Keith Bishop, second pilot; Lieut Philip Smith, observer; PO Steve Dodd, winchman; Leading Aircrewman Phil Warrington, diver. (2) Lieut.-Cdr Ian Domoney, first pilot; Lieut Doug Sealy, second pilot; Lieut Simon Cooper, observer; L/A Chris Hart, winchman; CPO(A) Julian Grinney, diver.

● At Plymouth the frigate HMS Plymouth was badly holed when she broke from her moorings at Millbay Docks — just as businessman Sir Donald Gosling offered to donate up to half the £200,000 needed to buy the paid-off Falklands veteran and put her on permanent display as a museum at Gosport. She was later moved to Devonport Dockyard where the damage was said to be repairable.

What a weight to go!

SUB-LIEUT. Martin Mackey provided a real "slim-line tonic" as a result of a sponsored diet.

Whilst serving in **HMS Cuxton** he managed to lose a staggering 17lbs in only 24 days.

And thanks to his calorie-counting he raised £412 for charity.

The parents of RO1(G) Stu Vimpany, who tragically died whilst Cuxton was in Santander, Spain, were asked to nominate a charity to receive the money.

And they chose the Navy Special Fund which exists to relieve temporary need, hardship or distress amongst members of the Naval Services and their dependants.

Sailors and Wrens from **HMS Dolphin** played host to residents of the Le Court Cheshire Home when they visited the establishment recently.

Thanks to Capt. R. M. Venables they spent an interesting morning at the base and a grand total of £129 was collected.

Students on an Officer of the Watch course at **HMS Dryad,** the Royal Navy's School of Maritime Operations. gave up their free time to pull a 9 cwt. field gun through the streets of Portsmouth for charity.

A delighted Capt. Anthony Provest, the commanding officer of HMS Dryad, received a cheque for £700 on behalf of King George's Fund for Sailors.

More money was raised for the fund at a reception held on the west walkway of Tower Bridge.

The lucky winner of half a gallon of whisky was Admiral Sir James Kennon, Chairman of the RNBT.

And the King George's Fund for Sailors benefited from a further £2,500.

Taking part on the PT Qualifying Course is enough to drive a person to drink.

At least that's what the 13 members of PTQ27 at **HMS Temeraire** thought when they neared completion of their course.

In fancy dress they toured most of the pubs around The Hard and Old Portsmouth and collected a total of £169.35 which was duly handed over to the Lord Mayor of Portsmouth, Miss Gladys Howard, for the Lord Mayor's Appeal.

While **HMS Cleopatra** has been undergoing four months of maintenance the Seamen's Mess have been busy fundraising on behalf of the Plymouth Royal Eye Infirmary.

Among the events organised was a swimathon visited by the First Sea Lord, Admiral Sir Julian Oswald, a pub evening held in the Star and West and several collections.

Cdr. Edmund Rowe and AB D. Jones presented the cheque for £1,350 to Lady Morley and Mr. Doidge, Chairman of the Plymouth Royal Eye Infirmary.

He may have been a bit saddle sore by the end of his journey but after cycling and running 100 miles along the Pennine Way WO(MA) Benny Page, of **HMS Heron,** raised £1,300 for charity.

His fundraising activities were in aid of the Charity for Brain-Injured Children.

Cdr. D. J. Smith, the commanding officer of **HMS Phoebe,** played host to the Mayor of Bournemouth and other civic dignitaries from the ship's adopted borough at a lunch at Devonport.

During their visit Cdr. Smith presented Cllr. Bostock with a cheque for £200 raised by the ship's company for the Mayor's Charity Chest.

Katherine Rees and Robert Symonds of the British Children and Wives Committee of **HQ CINCIBERLANT,** Portugal presented a cheque for £40 to the Casa do Gaiato, Lisbon.

The children also raised enough money to purchase two wood burning stoves, clothes, records and tapes for the homeless children thanks to a sponsored swim over the summer months.

"Clean an unusual vehicle in an unusual place" was the challenge laid down to teenagers from All Saints School, Weymouth by the Church of England Children's Society to raise funds.

They wrote to RN air station **Portland** for help and the Navy came up trumps by flying in a Lynx helicopter to be washed on the floating Dummy Deck in the middle of Portland Harbour.

Ably directed by LAEM Craig Place and Lieut.-Cdr. Paul Collins, a pilot from 702 Lynx Training Squadron, the children hoped to have raised over £100.

Hospital rounds laid on for Dryad



YOUNG officers from HMS Dryad, the Royal Navy's School of Maritime Operations, prescribed their own treatment for patients at the Queen Alexandra Hospital in Cosham.

Ten Sub-Lieuts., currently on the Officer of the Watch course, took time off from their seamanship studies to visit the wards.

And there they distributed posters, photographs and toys to patients on the surgical and children's wards.

Senior hospital "dwellers" also enjoyed a special treat when they were taken shopping and treated to a pub lunch.

"Volunteer Hospital Working Day" was the idea of Sub-Lieut. Ned Kelly who, at the end of the day, said that tremendous fun was had by all.

But he later confessed he and his colleagues made better naval officers than nurses.

Helping Hands

Trip of a lifetime

A DREAM came true for 14-year-old Robert Coates when he visited the Type 42 destroyer HMS Birmingham in Portsmouth Naval Base.

Robert, who lives in Kings Heath, Birmingham, wanted to join the Navy.

But tragically he suffered a stroke which left him partially paralysed and unable to speak.

Happily, after four months in hospital, during which he spent eight weeks in a coma, Robert is well on the road to recovery.

And as a special treat his uncle, Mr Malcolm Harper, who gave up his job to look after his nephew, arranged the visit to HMS Birmingham.

The plucky youngster was given a grand tour of the ship by Lieut. Steve Mace.

And after tea in the Wardroom Robert left with a number of souvenirs including a White Ensign.



CHURCHILL CHEQUES IN FOR CHARITY

DURING the past six months the crew of the nuclear-powered Fleet submarine HMS Churchill have raised £1,800 for charity.

Various fund-raising activities have included a sponsored three-legged fancy dress pub crawl in Dunfermline, a ship's raffle and a sponsored beard-shave.

And over £800 was raised on a relay cycle ride from their base at Rosyth to Ilkestone, in the borough of Erewash.

At a special presentation ceremony, held while HMS Churchill was undergoing refit in Rosyth, £900 was handed over to consultant physician Dr. Malone of the Milesmark Hospital, Dunfermline to help buy rehabilitation equipment for stroke victims.

The remaining £900 was presented to Cllr. Vera Tumanov, the Mayor of Erewash, and her husband for the borough's Mayoral Charities.

'Turbulent' times ahead



SINCE commissioning in 1984 the Trafalgar class submarine HMS Turbulent has enjoyed a close affiliation with the town of Warrington.

Links forged during various visits to the town have been strengthened by the fund-raising efforts of the crew.

And one particular recipient of the goodwill and charity of the ship's company has been the Paediatric ward of the borough hospital.

The prime organiser of many of the charity events is POMA Dave Rawson, the ship's resident member of the Magic Circle.

His latest trick was to persuade nine willing **"volunteers" to cycle from Devonport to Warrington.**

And the money raised over the week it took to ride there exceeded all expectations.

A total of £3,000 was finally raised, £1,000 of which was donated during Mr. Smith's discotheque.

Other money-raising schemes have included a sponsored diet whilst at sea.

And AB(TS) Buster Brown won the admiration of all his mates when he volunteered for a "sticky" mission.

Feeling a bit of a "prune" he sat in a bath of Pusser's custard for a whole day and this stunt alone raised a further £100.

When all the money had been gathered in the *team of fund-raisers visited the Paediatric ward* and presented the cheque to the staff and Cllr. George Sayers and his wife Margaret, the Mayor and Mayoress of Warrington.

'On yer bike', Jupiter

SAILORS from the Portsmouth-based Leander-class frigate, HMS Jupiter, have saddled themselves with a mammoth fundraising task.

They hope to raise over £25,000 for the Guide Dogs for the Blind Association with a sponsored bike-ride.

And by the time they've put in the miles they expect to be more than just a little saddle-sore.

A team of six tailors will be taking turns riding the tandem bicycle along with a similar number of members from the Association's Adventure Group.

They'll be covering over 600 miles between Portsmouth and Middlesbrough, Jupiter's 'adopted' town.

And with sponsorship coming in for each mile covered HMS Jupiter could easily reach her target.

The sponsored tandem ride will get under way on January 24 with the cyclists expecting to reach their final destination a week later.

En route they'll be stopping off at Hastings, London, Lowestoft, King's Lynn, Grimsby/Hull and Whitby before arriving in Middlesbrough.

And the whole venture is being backed by Hyundai who have donated a 1.3 car as a raffle prize in addition to providing support for the riders.

Earlier in the year HMS Jupiter raised £1,500 in a sponsored relay run from Middlesbrough to Portsmouth, together with a further £1,500 for Redcar RNLI.

KEEPING A BUOY ON A DOLPHIN...

FREDDIE the friendly dolphin is still swimming around Amble harbour, Northumberland — thanks to the care taken by Royal Navy divers in detonating a wartime mine.

For his base by a red marker buoy was dangerously close to the mine — and curious Freddie swam up to say hello as a three-man Navy clearance diving team from Rosyth was preparing to blow it up, after it had been netted by a fishing boat a mile from Amble.

PO Spike Hughes, in charge of the team, went ashore to get expert advice about how to protect the dolphin, which had lived close to the harbour for two years and had become a local favourite.

Sensitive hearing

Marine biologists, dolphin experts and a Greenpeace boat crew joined forces with the Navy in working out a plan to shield Freddie from the blast.

Freddie followed the Amble lifeboat into the shelter of the harbour and while dolphin experts went into the water to play with him and the Greenpeace team kept guard at the harbour entrance, the divers detonated the mine about a mile away.

A Navy spokesman said: "Dolphins have very sensitive hearing and we did not want to cause any injury to Freddie or frighten him away. Thanks to the help we received from the experts we were able to detonate the mine without troubling Freddie at all."

Last of the Ts to join soon

ON a visit to Barrow-in-Furness, where HMS Talent is presently being built, the First Sea Lord, Admiral Sir Julian Oswald was called upon to present three Long Service and Good Conduct medals.

HMS Talent is the last of the T class submarines to be built in Barrow by Vickers Shipbuilding and Engineering Ltd and it is hoped she will join the fleet in May 1990.

Carrying a crew of 14 officers and 97 men her armament includes wire-guided homing torpedoes and Sub Harpoon missiles and she is driven by a pressurised water nuclear reactor.

Bermuda double shift for Brilliant

ENGINE trouble while on deployment in the Western Atlantic forced HMS Brilliant to make an unprogrammed stop at HMS Malabar, Bermuda.

One of the frigate's Olympus gas turbines and one Tyne gas turbine had to be replaced and engineering teams from HMS Defiance, Devonport, flew out to do the work, assisted by the ship's staff. It was the first time a double engine change had been carried out.

Fast passage

After a week in Bermuda the Brilliant made a fast passage to Baltimore, Maryland, where the ship was given a great welcome during a week alongside.

A hospitality committee organised social events for the ship's company and in two open days the ship had 3,000 visitors.

Roughers!



The other side of the Gulf — rough seas encountered by the Type 22 frigate HMS Boxer in the Straits of Hormuz are recorded by Surg. Lieut. Mark Parrish. His photograph won second prize in the first RN Amateur Photographic Competition sponsored by Vickers Shipbuilding and Engineering Ltd, which attracted 111 entries.

Alderney trio trip a thief

THREE naval ratings from the offshore patrol vessel HMS Alderney turned crimebusters when a thief snatched a valuable bracelet from a Plymouth jewellery store.

Alerted by a woman's screams Richard Armstrong, Gordon Bickerton and Allan Devlin, brought the man down and took him back to the shop where the manageress recovered the £1,600 bracelet and called the police.

WAR WIDOWS WIN EXTRA £40 A WEEK

THE widely-reported war widows' pensions campaign, whose many supporters included six former Chiefs of Defence Staff, has culminated in the announcement that from next April there is to be a special tax-free payment of £40 a week.

This sum will also not be counted in calculating income-related benefits.

The new scheme will cover all those currently eligible to receive benefits under the pre-1973 war pension scheme.

'Particular debt'

Defence Secretary Mr. Tom King said, "The Government recognises the very special place these widows hold in the affections of this country and the particular debt which we all owe them."

He also spoke of the strong feeling of many members of both Houses of Parliament and the public throughout the country that they should be treated "as a quite exceptional and distinctive case."

Gulf tanker fire 'lions' honoured

BRAVERY commendations have been awarded to eight members of the ship's company of the frigate HMS Hermione, who "fought like lions and heroes" to save a blazing tanker in the Gulf.

Lieut.-Cdr. Brian Richardson, who was first on board the stricken 83,000-ton Greek tanker Drastirios and last off, has been awarded the Queen's Commendation for Brave Conduct.

The Commander-in-Chief Fleet's Commendation for Brave Conduct has been received by seven members of the frigate's crew who took part in the dangerous round-the-clock fire fighting mission.

They are WOMEA(M) Colin Ranson; CMEM(M) Ken Whinham; POWEM(M) Stephen Barrett; POPT Duncan Roberts; LCK Brendan Duignan; LMEM(M) Charlie Chase; AB(R) Taff Lewis.

Rear-Admiral Peter Woodhead, Flag Officer Flotilla 1, made the presentations on board the Hermione in Portsmouth Naval Base.

More than 80 volunteers from the Hermione, supported by crew members from the Royal Fleet Auxiliary tanker Olna, were involved in a mammoth fire fighting task.

When the frigate arrived at the scene the tanker was adrift, without power, and a fire had been raging in the engine room for nearly 18 hours.

First to be winched on board the tanker, Lieut.-Cdr. Richardson found the ship's drawings and made a fire-fighting plan. It was still dark and the fire threatened to engulf the entire after section of the vessel.

The bravery citation said: "Throughout the day, often in appalling conditions and at considerable risk to himself, Lieut.-Cdr. Richardson co-ordinated the fire fighting effort. His advice and encouragement were inspirational.

"At about midnight, after handing over responsibility for the safety of the tanker's crew to the Master of a salvage tug, he returned to the Hermione.

"Without thought for his own safety he encouraged all around him and set the highest example by his own outstanding leadership, courage and conduct throughout the incident. His performance was a major contributory factor in saving life and preventing the loss of the tanker."

Seven fire fighters who played leading roles in the operation were commended by the Commander-in-Chief Fleet for courage and fortitude — in the finest traditions of the Service.

Noel's first family – and then 500 more to follow...



AN early morning helicopter brought Noel Edmonds from Mayport in Florida to join the aircraft carrier HMS Invincible at sea to record his Roadshow special "The Twelve Days of Christmas".

On the 11th day, and with '11 pipers piping' him aboard, Noel was joined by Elaine Harrison and her three sons to spring a special surprise on CPO Kelvin Harrison.

CPO Harrison thought he had won the chance to talk to his family via a special satellite link-up.

He saw his family on a video screen — but then it went blank and nothing he or Noel could do would make them reappear.

Finally Noel had to call for specialist assistance from behind the screen — and when Elaine and her sons appeared in the flesh CPO Harrison was left completely dumbfounded.

The Harrison family were one of many of the ship's companies of HMS Invincible and HMS Cornwall who flew to America to spend Christmas and New Year together.

Over 500 families flew out as a result of the "Fun in the Sun" initiative started by the two ships when they found they were on exercise in the western Atlantic during the festivities.

They put up a case for the ships to remain in America and the financial savings on fuel and continuation flying were used to offset air travel costs for immediate family members wishing to take leave in America and for ship's company wishing to take leave in the UK.

Communicators still spread too thin



"Is this the answer to all our prayers?"

WHEN I last wrote Drafty's Corner in April last year I took a 'snap shot' of all the Operations, Regulating and PT Branches and examined their strengths and weaknesses writes the Drafting Commander. This time I am going to identify a few problem areas and highlight those things that have changed in the last nine months.

Communications

This continues to be my problem branch with a dangerous shortage of RO(T)s and, particularly, RO(G)s. There are many gaps at sea, and ships in refit/build will only get their complement at the last possible moment. Notice-giving remains high, but on the bright side recruiting has been relatively good. Nevertheless DNR is always seeking volunteers for some up-homers time in Recruiting Offices around the country.

COs/XOs/SCOs — I know you are short of people, but please spare men for this valuable task whenever you can. DNR's travel budget will pay! That said, it is obviously more important to keep the men that we have and we are doing our best to improve the lot of the Communicator. Several radical changes have been proposed, but this is not the place to publish them.

To help the men, we do have a small overbearing of WROs. No — they are *not* taking your shore jobs! Every man is entitled to a Minimum Time Ashore (MTA), which increases in direct proportion to both length of service at sea and seniority. For example, after a two-and-a-half year sea draft a CRS can expect a *minimum* of eighteen months ashore, an RS 15 months, an LRO(G) twelve months and an RO(G) six months — so you can see the obvious advantages of promotion.

This scale is exactly the same across the board in all branches of the Navy, and most categories actually *achieve* much more time ashore than the minimum. I cannot break your MTA unless you volunteer (on your DPC) to forego some of your shore time to get your sea preference.

So, the girls are not taking your shore jobs; they are just helping to fill gaps in Commcens; and in the Falklands and in Northern Ireland in the near future. We all await the outcome of the 'WRNS Study' with interest — I feel sure that if WRNS are to go to sea in the future, WROs will be in the forefront.

Regulating

MAA still have a (relatively) high Sea:Shore ratio, and many of the MAAs selected for 20E this Summer turned it down. As a result, about a quarter of the MAA that we have at the moment will be leaving the Service within the next 18 months — so promotion prospects for RPs are good! About a quarter of MAA serving at sea are LA/MAA and this trend will continue.

Volunteers to fill these billets are required from RPOs with three years seniority, who have been recommended by a Reg Branch Officer and have completed the SRPQC — applications by C240, please. Promotion boards place great emphasis on reports from sea and I am exploring every avenue to get more RPOs to sea.

Two of the RPOs filling LReg billets in Captain D/F ships join this month, and the third later this year. I am also trying to get an additional RPO into CVS/LPD to assist the WO(MAA) carry out his Whole Ship Co-ordinator function — can anybody offer me a 'compensating reduction' of three POs?!

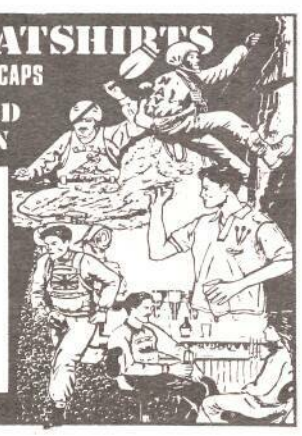
The RPOs' roster is currently three years two months and reducing. LRegs are reminded that, if they would like an LFS draft then they must first complete a sea draft, so the sooner you get to sea the better your chances. I'm also short of LWren Regs — is there any girl out there who has considered a career as a Service Policeman?!

Sonar

There remains a shortage of PO(S) and gapping of selected ASWD billets continues. I am still short of LS(S) who are both passed for PO and have sufficient time left to serve to allow them to be drafted to the Qualifying Course. On a brighter note, the recent WPE results were encouraging — 8 passes. B13s and drafts to Qualifying Courses should soon be in the post.

I am using the occasional CPO(S) to fill a PO(S) sea billet and there will soon be an opportunity for PO(R)(ADAWS) to volunteer to fill ASWD billets in some Type 42s; this is not a lurk but a 'mind-broadening' career enhancing move for the ambitious man. An FTM will be issued shortly promulgating details of PJTs and employment.

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Missile

Missile Senior Rate numbers overall are almost up to strength, although there is still a shortage of CPOs; gapping, nonetheless, is minimal. At LS(M) level, however, there remains a problem. Despite the recent reduction of a total of 24 billets in Type 22 Batch II and III Frigates, the Sea:Shore ratio remains high.

At present there are insufficient men available for sea service having achieved their Minimum Time Ashore (MTA) so some dilution of LS(M) billets at sea by AB(M)s has become inevitable.

Seamen

The recent announcement making all CBM billets in Destroyers and Frigates (except Captain D/F Ships) into PO(Sea) billets has meant that the manpower books at senior rate level are now almost balanced. There continue to be sufficient candidates for sideways entry at Leading Seaman level, but at the Senior Rate level it remains in abeyance for the forseeable future. Overall the branch is maturing nicely.

Calling Wrens (Radar) and (WA)s

Do you fancy a job 'out-of-branch' for a little while? Drafty can often satisfy this wish. For instance, a Wren(A) is currently employed in a billet in a certain area of Scotland with the chance of driving various vehicles from Fork-lift trucks to Pussers' lorries! This came about because Drafty was able to use her out-of-branch for a limited period and was aware of her wish for a change from Weapon Analysing.

NN Drafty on the Ops Branch

Another Wren is currently touring the country with the RN Presentation Team. Wrens are not always limited to the jobs within their branch and, although always governed by the need to fill 'proper' branch billets, Drafty can often meet overall Service requirements by employing a Wren outside her branch, but not for too long — we don't want you to lose your skills!

So, if you are a lady with a desire for adventure, let Drafty know by submitting a C240, simply stating 'A non-radar (or WA) job for a limited period'. Don't forget to indicate any special skills that you may have. Are there any Female HGV3 drivers out there?

EW

Little has changed except that, following an internal shuffle, EW Drafting has now been incorporated into the Missile and Seaman Drafting Desk. I am still short of LS(EW), and there is plenty of dilution at sea. More WPE passes please!

Divers

I am still looking for SAT DIVER volunteers at AB(D) and LS(D) levels. Do note however that those who qualify will have to give a three year return of service (BR 8784 Article 0217 refers). There are also opportunities for a three year secondment to the SBS, provididng that you can pass the initial selection test.

Finally, I am looking for LS(D) volunteers to fill two new billets which have been created in Gibraltar. Eighteen months fun in the sun for the single men or two-and-a-half years if you go married accompanied.

MW

While the shortage of PO(MW) exists it becomes increasingly difficult to spare senior rates for the attractive billets with RNR Units, ARE Establishments and TAMAR. As with the sonar men, but more so with the MW, I am using CPOs to fill PO billets at sea to avoid gapping. This is in addition to the loan of Australian PO(MW) and some of our own PO(R).

PT

We are still very short of LPTs and LWPTs in shore establishments. In order to get more LPTs ashore, four POPTs will shortly be going to sea in LPT billets. We are also being lent five Corporal PTIs from the Royal Marines to replace LPTs at sea, mainly (but not entirely) in ships with RM detachments.

They should have all joined their ships by the middle of the year and this scheme will continue until we have got our numbers right. This action will result in an improved Sea:Shore ratio for LPTs.

Helicopter Controllers

The Aircraft Control Branch remains in its infancy. There are currently some 11 LACs out in the Fleet in proper AC billets but it has to be appreciated that the remainder of the Fleet's Aircraft Control capability is still being provided by Radar Ratings with the Helicopter Control Adqual. I suspect that this will continue for some considerable time because:

- After an initial rush of ratings requesting transfer to the AC Branch the number of applications has reduced.
- Although there are ratings on the waiting list to transfer there is the inherent problem of relieving those ratings at sea so that they can be transferred to the new branch.
- The training time to produce a qualified AC is lengthy. There is, therefore, a long time between a rating transferring from his parent branch to hitting the Fleet as an AC.
- A number of ratings fail or remove themselves from course after being transferred and are returned to their source branch.

Thus the Radar Rating with a Helicopter Control Adqual is, and will remain, a very important person. However, the numbers of Helicopter Controllers available to Drafty are dwindling for various reasons: some have relinquished the ADQUAL, some have left the Service and some have been promoted.

Helicopter Controllers were always a small category and the pool is becoming smaller. However, we still need ratings with the ADQUAL and the idea that HCs are no longer required because of the arrival of the AC Branch is totally wrong. Any rating who wants to gain the HC Adqual can still do so.

The old system whereby all Leading Seaman (Radar) career course candidates were sent for the HC Aptitude Test *was* scrapped but there is nothing to stop a Petty officer, Acting Petty Officer, Leading Seaman or Acting Leading Seaman taking the Aptitude Test and, if successful, then taking the HC Course. Simply forward a C240 to Centurion — Drafty will take it from there.

In my last article, attention was drawn to FTM 288/88, which gave Commanding Officers the opportunity to recommend suitable AB(R)s for the Helicopter Control Course. To date there is only one LALS(R) in the Fleet carrying out HC duties. This FTM has been re-issued as I suspect that there is more talent about. So, any AB(R) who wants an exciting job at the sharp end and a hook on his arm should have a read, then front up to his DO with a request form.

Schemes of Complement

Drafty will only put a certain type of man into your ship if that certain type of man appears in your Scheme of Complement (SOC). For sea service, he will also do his best to ensure that the man carries out all the right PJTs to prepare him for the job.

It is therefore vital that your SOC is up-to-date. Does the WO(MAA) of CVS really have to do a SMAC 230 (Flight Deck Officers' Course Single Helo Op Ships)? I suspect not! Is your ship about to change from 2016 Sonar to 2050? Unless your SOC is changed in good time you will get a man trained on the wrong set. We draft at least five months ahead, so we think at least six months ahead, so you must think at least seven months ahead. The procedure for SOC amendments is to make application to DNMP, through Administrative Authorities (ie through Captain D/F to CINCFLEET to DNMP).

NI Royal Marines Wrens Support

From time to time one of the Royal Marine Commandos takes up duties in Northern Ireland. When this happens WRNS Junior ratings are required to deploy with them and assist with general duties in support. The job is interesting, varied and very rewarding. Ratings are selected from volunteers so if you wish to be considered forward a C240 asking for 'NI RM WRNS SUPP'.

Extension of Active Service

Drafty often gets enquiries about 'Extended Service' and it is apparent that there is confusion between *Extended* Service and *Extension* of Active Service. BR 8748 Article 0206 covers Extended Service, whilst Extensions of Active Service Engagements is covered by BR 8748 Article 0205 and is important to those ratings serving on regular engagements who, for various reasons, wish an extension of up to twelve months. For example:

PRVT Course. Ratings serving abroad or in a sea-going ship can apply for an extension of up to 28 days in order to complete their 28 day PRVT Course before starting terminal leave providing:

- They were accepted for the course while at sea or abroad.
- The delay in their availability is due to *Service* requirements.
- The course starts before the end of their engagement.

Field Gun. Ratings on shore service may apply for an extension to take part in special events such as the Field Gun or Bisley.

Volunteers to Complete a Deployment. Ratings whose current engagements render them unable to complete the normal period of sea service may request an extension for the requisite period. This includes deployments.

Ratings on LFS. Ratings whose current engagement expires before they have completed their period overseas may volunteer to remain overseas to complete their final tour.

Shortages. There are shortages in specific rating categories and branches. Suitable volunteers may request for an extension. Requests for extensions from ratings serving on LS5 or 20E engagements will only be considered in cases of extreme shortage.

'Bad' Time. Ratings who have forfeited pensionable service may request to extend their service for the period required to qualify for a pension or gratuity.

Form S61, with the Commanding Officer's recommendation, should be forwarded to HMS CENTURION for approval, except for 'Bad' time cases, which can be approved by Commanding Officers' themselves.

Drafting Commander, Warrant Officers Appointer and Regulators Drafting Officer: Commander Allan Adair (ext 2494).
Officer Manager — Regulators Drafting: CPOWtr Tom Finnie (ext 2497).
Sonar PT MW Divers: Lt Cdr Graham Appleyard (ext 2453); POWtr Mark Beale, LWren Dawn Roberts (ext 2441).
Missile Seamen EW: Lt Cdr Mervyn Dunhill (ext 2454). POWtr Jeff James, LWren Sacha Adamson, LWtr Steve Wemyss (ext 2459).
Comms CT Telephonists: Lt Cdr Phil Stembridge (ext 2452); POWtr John Conway (ext 2442), LWtr Pete Inkpen (ext 2496).
Radar SR and WA: Lt Cdr Peter Young (ext 2457); CPOWrenWtr Gwen Prior, LWtr Steven Squires, Wren Nicki McAndrew (ext 2450).

N.N. **Ships of the Royal Navy** **No. 409** N.N.

ARIADNE'S STARRING ROLE



MUCH-TRAVELLED HMS Ariadne, the last steam-powered ship to be built for the Royal Navy, now belongs to the Dartmouth Training Squadron, with the task of giving young men their first taste of service at sea.

This month the Ariadne sets off with the Training Squadron on a six month round-the-world deployment which is likely to take in calls to Djibouti, Singapore, Hong Kong, Inchon, Tokyo, the Aleutian Islands, Vancouver, San Diego, Acapulco, the Bahamas, Bermuda and the Azores before returning to Portsmouth in mid-July.

Built by Yarrow's at Glasgow, the Ariadne was launched on September 10 1971 — the last of the Navy's Leander class frigates — and commissioned on February 10, 1973.

Cod War

She spent the first two years of a varied career at opposite ends of the world, firstly on Iceland patrol during the Cod War, then on deployment to the Far East in 1974.

After her first refit in 1976 the Ariadne visited South America, returning home for the 1977 Silver Jubilee Spithead Review and then heading back to the sun to take up duty as Belize Guardship.

The following year saw the Ariadne's first visit to her adopted town of Scunthorpe; exercises in the Mediterranean and North Atlantic; and another trip to Scunthorpe before her next major refit, which took place in Gibraltar in 1980.

Busy Ariadne was on patrol around the Falkland Islands just prior to the conflict in 1982 and spent most of the following year as Gibraltar Guardship.

A globe trotter par excellence, the Ariadne was at Port Canaveral to witness the launching of the space shuttle Challenger; she was assisting with the distribution of relief supplies after floods in Jamaica; and she sailed north to shadow Russian forces.

Armilla

In 1987, at short notice, the frigate deployed to the Persian Gulf for an Armilla Patrol and in two months accompanied more than two million tonnes of merchant shipping through the Straits of Hormuz.

When the Ariadne emerged from her next major refit in April the ship's company was reduced in number to enable her to carry out her new role as Dartmouth Training Ship.

She sailed with HMS Intrepid and HMS Achilles on the Autumn deployment to the Mediterranean, helping young trainee officers to turn the theoretical knowledge gained at Dartmouth into practice at sea.

This is just another facet in the career of the Ariadne — truly one of the Royal Navy's work horses.

● On her return from the Med at the end of November, cracks requiring welding were discovered in the Ariadne's mortar magazine. It was decided the best way to clear the magazine was through the barrel and 37 mortar bombs were fired into the Portsmouth Exercise Area in just 23 minutes!



What's in the name?

IN Greek mythology Ariadne was the daughter of Minos, King of Crete, who married Theseus, the hero of Attica, on his return from slaying the Minotaur.

Abandoned on the island of Naxos, Ariadne was discovered by the god Bacchus who, captivated by her beauty, persuaded her to marry him and gave her a wedding crown of seven stars.

After her death she was given a place among the gods and her wedding crown was made into a constellation.

FACTS AND FIGURES

Displacement: 2,962 tons (full load). Length overall: 372 ft. Beam: 43 ft. Draught (screws): 18 ft. Speed (knots): 28. Range (miles): 4,000 at 15 knots. Machinery: two double reduction geared turbines. Armament: 2 Vickers 4.5 in. Mk. 6 (twin) guns; two Oerlikon 20 mm guns; one Oerlikon/BMARC 20 mm gun; one quadruple Seacat SAM; three-barrelled anti-submarine mortar.

Serving the world over

FOUR frigates, a cruiser and a fast minelayer have borne the name HMS Ariadne — dating back to December 1776 when a sixth rate frigate of 432 tons and 20 guns was launched at Chatham.

The first Ariadne saw action off the Leeward Islands, St. Lucia, Hyeres, Flamborough Head and Ostend before being sold in August 1814.

The name was carried on two years later by an almost identical frigate which was uprated to 26 guns in 1820 before seeing service around the Cape of Good Hope and in the Mediterranean.

Ariadne the third was a screw-driven frigate of 3,214-tons and 26 guns, launched at Deptford in 1859, destined to serve in North America and the West Indies.

She became a tender to the Torpedo School at Vernon in 1871 and was renamed Actaeon in 1905.

The fourth H.M.S. Ariadne was a first class cruiser of 11,000 tons, with 16 inch guns and a speed of 20 knots.

She took part in the Venezualan blockade in 1902 before joining the Reserve Division. Converted into a minelayer in 1917, she was sunk by a submarine on July 26 that year.

The previous HMS Ariande was a fast minelayer of 2,650 tons, armed with four 4in. guns and eleven anti-aircraft guns. She was launched at Glasgow in 1943.

The following year she was in action at Leyte Gulf. Her Commanding Officer, Capt. Lord Ashbourne, controlled the landing of Allied Forces on Pegun Island, north of Dutch New Guinea.

In 1947 the Ariadne returned to the United Kingdom for refit, but spent the rest of her career in reserve at Devonport. She was placed on the Disposal List in 1963 and broken up at Dalmuir and Troon in 1965.

The Ariadne's motto — **Swift and Fearless** — dates from the wartime fast minelayer; the speed of this class of warship was reputed to be in excess of 40 knots.

Battle honours: St Lucia 1778, Leyte Gulf 1944.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



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Letters

Poll Tax — why not one charge?

I WAS stationed at HMS Gannet when the poll tax was introduced in Scotland. Now in England I am hearing the same arguments and discussions about who will pay what as I heard a year previously.

The ramifications of the implementation of the Community Charge must have produced a whole assortment of information. Could this information not now be made available to the rest of the Fleet?

Furthermore, since all Servicemen are subject to turbulence and may not stay in the same area for longer than two years, would it not be possible for HMS Centurion to act as the central payer of the charge? The rate could be determined by averaging the amount for all the areas where the Navy has an interest.

Extra paperwork

This would reduce the need to change direct debits from council to council, which would be beneficial to all parties. It would remove the additional paperwork generated for personnel going on draft, and also reduce the extra paperwork generated by councils chasing ratings for the charge, and even contacting the Service to find out who is where.

I realise we are all masters of our own affairs but think that for this charge a reduction in required paperwork would be beneficial to both the rating and the Navy. — **P.M. Doyle.** CPOAEA(R). HMS Daedalus.

● MOD said that information on the Community Charge had been gathered from a variety of sources, including experience in Scotland and discussions with the Department of the Environment. This had been used to provide ships and establishments with guidance for the individual, and was updated whenever necessary.

In addition a MOD leaflet, called "The Community Charge, How it Affects You and Your Family" was being distributed to all personnel.

"Averaging charges and central payment was considered by MOD. However, such a system for Service personnel would not follow the basic premise of the Community Charge — that it is a charge on the individual and that he or she is responsible for paying it.

"In consequence the Government decided there should be no special treatment for the Services."

Pictures wanted in 'bleak' corridors

From Vice-Admiral Sir Ian McIntosh, President, The Union Jack Club.

THE Union Jack Club is perhaps the largest residential club for Service personnel and their families in the United Kingdom. As well as extensive public rooms we have 353 bedrooms and can accommodate up to 458 people per night.

This, of course, means a seemingly endless expanse of bedroom corridors which always appear rather bleak and institutional and seem to defy all our efforts to create the atmosphere of a friendly family hotel.

We would therefore very much like to acquire more pictures, particularly prints which need not necessarily have a Service theme, in order to make these bedroom floors more homely and welcoming to those staying here. We are currently buying a certain number of pictures each year for the interior of the bedrooms themselves.

If any of your readers have any spare pictures, either framed or unframed, perhaps they would consider donating them to the club for this particular purpose, in which case the Club Secretary, Lieut-Col. T. R. Forrest, would be happy to receive them.

— Ian McIntosh. Union Jack Club, Sandell Street, Waterloo, London SE1 8UJ.

They also serve who don't only stand and wait

REGARDING the future of the Steward branch (letters, November), if the LAEM(M) correspondent feels that placing contract catering on board HM ships would release more billets for technical ratings, we are somewhat confused to say the least.

Removing ratings from one branch and replacing them with civilians is not going to assist with a shortage in technical sections.

In a wartime situation a civilian would have the opportunity to leave the ship and not be involved in any possible action.

The idea of stewards only being involved in the First Aid Team is totally wrong. Every man on board is a potential leader of damage control, fire fighting or first aid and this includes the steward. Training within the Royal Navy makes this possible. It is within the realms of all individuals, regardless of branch or specialisation, to tackle these tasks. This is why in wartime situations the steward plays as big a part in damage control as any other branch.

Remember in a real situation any person could be called on to perform any role and this certainly includes the steward. Our roles are varied and include flight deck officer, ship's demolition party, and cleansing and decontamination teams. So don't think the steward is only good for casualties.

Finally LAEM(M) should remember that the steward is a member of a team who plays his or her part whether ashore, at sea, in war or otherwise. So don't knock us; we are here to stay. — **Steward Instructors,** HMS Raleigh.

□ □ □

WE all appreciate the problems of increasing workloads, longer hours, and manning levels, but these problems are not restricted to the AEM branch, but all branches, including stewards.

Does the LAEM really appreciate the duties incurred by a steward? We do not just serve food; our duties include accounting, cabin and W/R cleaning, senior officer duties, ships' commitments, just to mention a few.

Remove the steward and someone else has to step in and take over his workload — maybe one from each department? There is also the question of other departments taking over first aid, damage control, and firefighting responsibilities.

We all have a purpose on board a ship so let's get on with it, and stop burdening other departments with the blame. — **LSTD Carr,** NATO HQ, Brussels.

□ □ □

COME on lads, a joke's a joke but you've gone too far now!

Concerning the letters headlined "Earning the right to bunktime" (October), your steward correspondents have an unbelievably blinkered view that they are the only ones who work at cocktail parties — which are "once in a blue moon" anyway.

Many lads from other departments volunteer to be "stewards" as it is a good number at these events.

Aside from that, what about ship's lighting? The QM and bosun's mate? Who rigs the cocktail awnings? WEs **cannot** shut down weapon systems at their leisure. MEs **cannot** shut down domestic and essential supplies as they wish! So many departments **cannot** shut down.

Why is it unfair to compare all departments for their worth? Surely that is how life works — we all evaluate the necessity of certain jobs and either employ personnel or make them redundant. A logical process for any organisation.

The object of today's RN is to fight, float and manoeuvre — not fight, float and make beds! — **Blackie.** LWEM(O). BFPO Ships.

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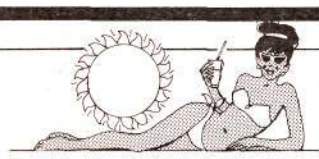
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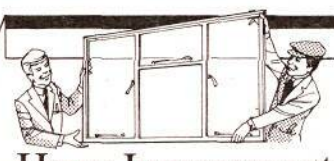
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Do today's ships give Jack a dull choice?

IN THE days of the "Good old Navy" we were drafted from one ship to another, cruiser to battleship, battleship to sloop, sloop to destroyer and so on, and each draft was regarded with curiosity and anticipation.

This was because each type of ship was different in its construction, armament and sometimes routine, and matelots used to boast about how many different types of ships they had served in.

My observation, supplied only by the Navy News and open to correction, is that apart from carriers, there are now only two types of offensive warship and that in many respects they are similar to each other.

Because of that, does Jack view each draft without anticipation, and does he feel that apart from the change of messmates he is leaving one ship just to go back to it? — G. K. Smeeton, **Ex-PO, Nottingham.**

Step forward, that man!

AS I sit fidgeting on watch I suddenly realise my problem — my 8's were not designed to be worn by humans — as least not humans shaped like me.

My memory wanders back to my last decent set of 8's — cotton, but soft to the touch; with pockets large enough to keep things in; with enough room in the backside and leg to make sitting comfortable; with a collar which didn't poke you under the chin and which looked sensible under a woolly pully; which were a pleasant pale blue rather than ashen grey; and which needed to be ironed only when going somewhere very special — 8's which forgave a beer belly and could be patched to last for years. Call me sentimental, but I liked those 8's.

Our present efforts appear to have been designed by a Carnaby Street refugee — big collars, darts, tight trousers. Give me comfort not '60s fashions.

Ah, but they are fireproof! "Excuse the stiffness, Sir, it will wear in, given time" — but it won't! They'll be in holes years before they're comfortable — in cleverly placed unpatchable holes, where there is no option but to throw 'em in the rag bin and try again.

"These 8's were chosen by the Navy for the Navy!" Show me one man who was asked if he liked them. I've spoken to dozens and nobody is owning up to being that man. Perhaps it was a young JS polled at five to twelve on a Friday, on his first weekend leave for two months, by two Cdr. S's and a WO(SA), with a clip board.

Vicious Velcro

"What do you think of these new 8's then, lad? Not bad eh?"

"Oh yes Sir, absolutely marvellous! Best I've ever had!" If you were that man don't be shy, put pen to paper, tell us all what is so good about them.

As for me, I'm off to slip into something more comfortable — my overalls. (Yes, I know the pockets are too small, and that the Velcro sticks to your chest hair — but that's a different story). — **Bob Sharples,** CPOMEA(L), HMS Sandown.

Anger as WRNR girls pass out in their pullies

RECENTLY I completed a two-week new entry course at HMS Raleigh. During our first week we were told we would not be issued with our No. 1 suits. So, it is believed, for the first time ever a class passed out in working rig (woolly pullies). Additionally, most of the girls in our class had to make do with one skirt during the entire two weeks.

What made things worse at our passing out parade was that everyone else was wearing No. 1 suits.

Apologies were made by a number of people who told us of difficulties with suppliers, though this did not help our morale much.

Although we are part-time, the standards to which we are trained are as high as the regular Navy. Therefore we should be treated in the same manner as the RN, and issued with the correct kit.

I have been with the WRNR for nearly a year and still do not have all my kit. We have many RNR/WRNR at our unit who leave after a short time, and I think one of the contributory factors is the length of time it takes to get the correct uniform. — **Wren, WRNR.**

● In response the Navy said that lack of blue suits for issue to both Regular and Reserve ratings under training in HMS Raleigh was very much regretted.

"The supply organisation has to rely on contractors to make the cloth and, of course, to tailor the garments. When the contractors' difficulties were first made known, it was decided that maintaining high standards and a uniform colour weave were most important, hence the necessity to accept the penalty of unavoidable delay in the manufacturing process.

"The resultant shortages have made it necessary to decide on priorities for the issue of suits and, as it is hoped your correspondent will agree, those Regular forces who need their uniforms each day must be higher up the list.

"Please be assured that everything is being done to ensure that supplies are restored to normal as quickly as possible. Indeed, some sizes are now starting to be delivered from the manufacturer."

Return to Flanders

OUR association has carried out two return pilgrimages to France and Belgium for First World War veterans. Except for one Royal there has been a dearth of RN/RM participants.

As an ex-Bootie I am seeking to remedy this in time for our third tour this Spring. There must be somewhere RN/RM personnel who served with the Naval Division in Flanders, so I appeal to readers to make inquiries and get in touch with me.

The pleasure derived by our "lads" from previous pilgrimages — their first return for 70 years — and the comradeship of their contemporaries is a memory of waning years. — F. G. Hall, Vice Chairman, World War One Veterans Assn., 83, The Crescent, Southwick, Brighton, BN42 4LB.

Letters

Engineering for a post South of the Border

I AM currently serving in a Hunt class minehunter based in Rosyth, sunny Scotland.

As I am a Portsmouth rating this is of little, if any, use to me. But of course we have to lump it — life in a blue suit, etc.

The thing that makes me wonder is why are there so many Scottish ratings down in Southern England? Surely this would not be their first preference area?

The Navy is trying drastically hard to keep the men it has, so why can't somebody look at this problem and perhaps lend a helping hand (or draft chit). It seems so simple and would be more convenient to all concerned.

Not only would we be with our loved ones, but would save on the huge travelling expenses inevitable at the end of each month. My views are shared by many on board as 70 per cent. of us are Southerners. — **MEM,** Hunt class.

● Following this letter, Drafty looked at the current Marine Engineering manning situation in Hunt class vessels and reports that just over 80 per cent. are considered to be in their First Preference job.

"It is acknowledged that this figure is below the average 88 per cent. across the board for the branch," he says. "In practice, however, there is no shortage of volunteers for service in Scotland but the majority of Rosyth-based ships are minor war vessels and not all volunteers are considered suitable and recommended for service in small ships.

"It is recommended that the correspondent makes use of the Divisional system so that his situation could be examined in detail and a more formal explanation given. He may even find that a change of draft results!"

Any good at sums?

IT IS good to see common sense at last reign in the decision to recognise an artificer's training reaching the "required" mathematical level as educational qualifications for warrant officer (DCI(RN) 305).

It was only earlier in 1989 I was informed that a degree in mathematics was unacceptable and had to furnish proof (again) of obtaining O level maths 26 years ago to be accepted as "educationally qualified." — **M. H. Evans, BA,** CCAEA, Air Engineering Dept., HMS Osprey.

Communicators cross over identity crisis

I HAVE to report a serious underhand plot conceived by an organisation, apparently assisted by Centurion, to lose the Communicators' identity by changing our titles.

Senior rate Communicators find themselves, on receipt of pay statements, draft orders and subsequent correspondence, addressed as CPO CY, CPO RS, PO RS and PO CY.

No authority can be found to substantiate these branch titles, nor are Senior Communicators promoted to these rates.

If there is a reasonable explanation for this change of rate would somebody kindly inform the Senior Communicators.

It would take a brave man to change the title of Master at Arms to CPO REG! — **R. Turner,** Chief Communications Yeoman (CCY), HMS Mercury.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Navy News

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Your money or your leave — for Children in Need

THIS year's Children In Need Appeal got off to a great start thanks to the hard work and effort put in by many of the Royal Navy ships and establishments.

At **HMS Daedalus,** Cdr. Douglas Squier found himself held to ransom by a group of "female desperados" from the telephone exchange.

The kidnappers issued the demand, "No money — No weekend leave."

And consequently the money poured in, raising £420, for the appeal.

The myth that Yorkshire folk are a bit slow when it comes to putting their hands in their pockets was quickly dispelled by six members of the ship's company from **HMS Forest Moor.**

On a busy market day in Skipton they asked the locals to dig deep.

And in three and a half hours they managed to collect £522.72p.

A trio of **RNAD Gosport** apprentices put their muscles to the test when they took part in a sponsored 'Field Gun Pull'.

Mark Jakins, Edwin Weatherby and Matthew Clark aimed to pull the 0.5 ton gun, on loan from HMS Nelson Volunteer Cadet Corps, on every road or hardened surface in the depot, a distance of 13 miles.

Assisted by the technical Training Officer Adrian Allsopp they achieved their goal, raising in excess of £470.

Lengths

The Royal Navy certainly "swam for its life" when staff and trainees from Revenge Squadron, **HMS Raleigh,** took to the water for Children In Need.

The enthusiastic "water babies" expected to complete 1400 lengths of the pool in 24 hours.

But they far exceeded their original target completing 2,616 lengths and raising over £1,600.

Pedal-power was the name of the game at **RN air station Culdrose.**

For 771 Search and Rescue Service completed a 24-hour Sponsored Quadracycle (holiday camp bike) Marathon around the station.

Most of the teams who took part completed the marathon in fancy dress and they raised just over £3,000.

Kissing the old record goodbye

LICKING their lips with anticipation three of the ship's company from HMS Active set out to shatter a world record — for kissing!

When WEM Pete Nichols, WTR Niall McGrath and RO Harry Steggles turned up in Burnley town centre no female was safe as they attempted to break the old record of 4,525 kisses held by TV and radio personality James Whale.

They had chosen Burnley as the venue for this "cheeky" event because of its long affiliation with the ship.

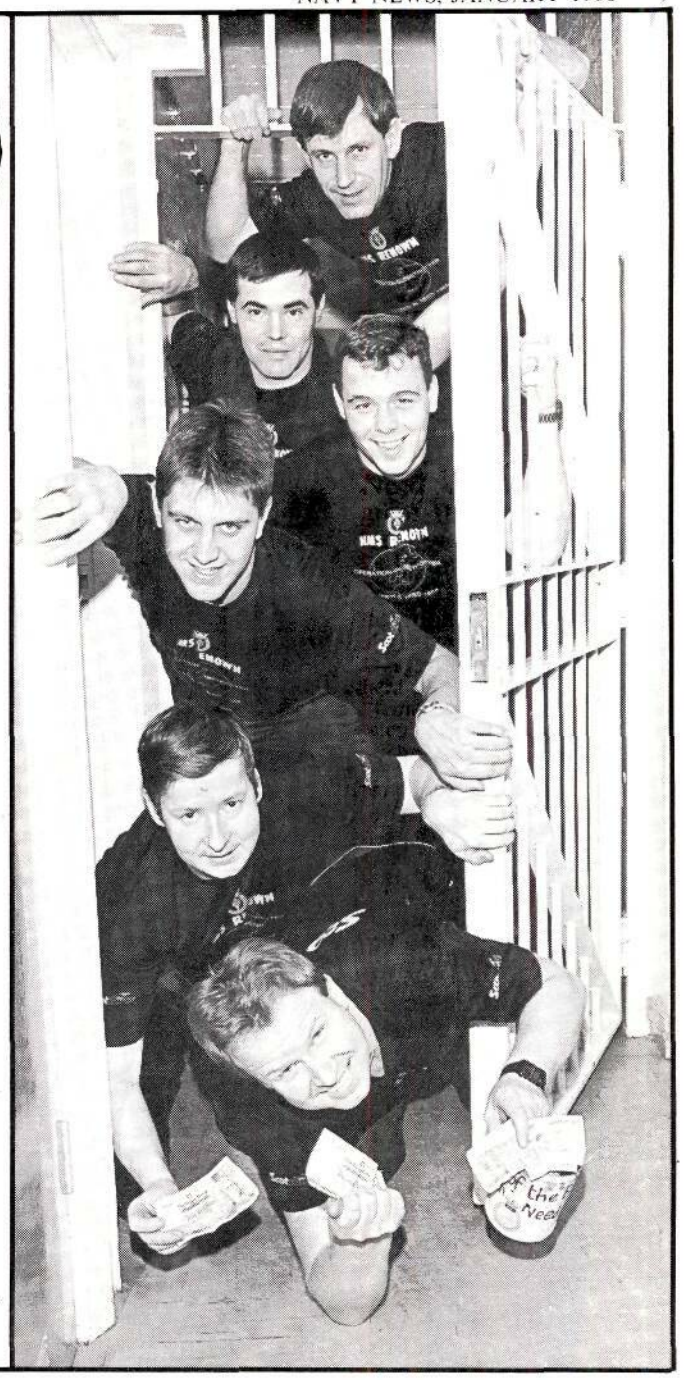
And the lads certainly received a warm welcome from the ladies of the borough who ranged in age from only a few days old to well over eighty.

The trio went on to pay "lip-service" over an eight-hour period and they managed to smash the old record by 768, registering a staggering 5,294 kisses each and raising the sum of £1,000 for Children in Need and the St John Ambulance Charities.

Not content with their world record the lads went on to join the rest of the ship's company in Plymouth's Armada Way when Radio 2 presenter Debbie Greenwood turned up to gather as many kisses as possible in one minute.

And sponsored a penny per kiss the team from Active made sure Debbie raised as much money as possible.

Renown's 'insiders' escape to victory



IF Michael Palin could get around the world in 80 days then how far could you travel in 24 hours?

That was the challenge laid down to 10 crew members of the Polaris submarine HMS Renown.

And while she was in Rosyth Naval dockyard undergoing refit the teams staged a dramatic jailbreak from the base and set off on their challenge, codenamed Operation Globetrotter.

Some headed for Edinburgh airport for an early departure while others went south to Gatwick hoping to catch a plane to an exotic location.

But no matter how the teams planned to leave the country they found that both local and national firms were more than willing to help them on their way.

Air European Express Cargo Services provided a free flight to Charles de Gaulle Airport in Paris while Birmingham European Airways and Air UK came to the assistance of other daring globetrotters.

And at the end of the 24 hour period they'd all managed to get as reach a continental destination.

One team finally arrived at Milan, in Italy, while the others reached as far as Amsterdam and Paris.

And with almost £3,000 raised for the appeal Operation Globetrotter was a resounding success.

Pressed for cash



USING the 'gentle art of persuasion' a determined Press Gang from the Type 42 destroyer HMS Southampton convinced the people of the North East to hand over their money in aid of Children in Need.

CPOs Richardson and Leek came up with the idea of pushing a small boat all over the area when the ship was undergoing repair and refit at Swan Hunter Dockyard at Hebburn, Newcastle upon Tyne.

And with the wholehearted support of the 60 men onboard they dragged the boat behind them for 10 days, literally 'press ganging' the public into making donations.

The efforts of HMS Southampton raised an amazing £6,000 for the appeal and won them many friends along the way.

And a fitting climax to their achievements took place when the eight 'crew members' finally arrived at the BBC Studio in Newcastle where the TV presenter was pressed to make one last contribution.

Pictured persuading British Telecom Area Manager Tony Stevens, centre, to 'cough up' are WEM(R) Locker, LWEM(R) Bower, CPOWEA Murphy and CPOWEA Leek.

Royal greeting for Leeds' kids

ALMOST 16 years to the day since the fourth HMS Ark Royal received the Freedom of the City of Leeds, the men of the fifth ship to bear this famous name were given a warm welcome on a return visit.

On their arrival they were greeted with countless offers of hospitality.

But it wasn't all socialising.

For their visit coincided with BBC TV's Children In Need Appeal.

And on hearing that help was needed to convert rooms in the Harehills Community Centre into a creche and kindergarten, 12 of the ship's company donned their overalls and set to work.

With paint brushes in hand they helped to give the community centre a well-deserved facelift.

That same evening six more men from HMS Ark Royal went back to their childhood to raise money for the appeal.

Dressed up, with only babies' nappies to keep them warm, they toured most of the city centre pubs.

And in near-freezing temperatures they managed to raise £200.

£3,700 in the net

MEN from HMS Collingwood were "over the moon" with their fundraising attempts for the Children in Need Appeal.

Six teams played football continuously for 24 hours and at the end of their marathon match over £3,700 was raised.

A party of Wrens dressed as mermaids presented the bumper cheque to the BBC at Ocean Village, Southampton.

And they also took with them a football which had been autographed by all the members of Portsmouth football team.

STEVE'S SNOOKERED

SNOOKER star Steve Davis took a break from the tables as part of his sponsorship by Courage the brewers.

Courage has been a long-time supplier to the RN and RFA.

And so the CPO's Mess on HMS Victory asked Steve if he could help raise money for Children in Need.

In a packed mess Steve signed autographs and T-shirts and earned the thanks of all who attended.

"We were delighted with Steve's help."

"Children in Need benefited by well over £2,000 from the mess."

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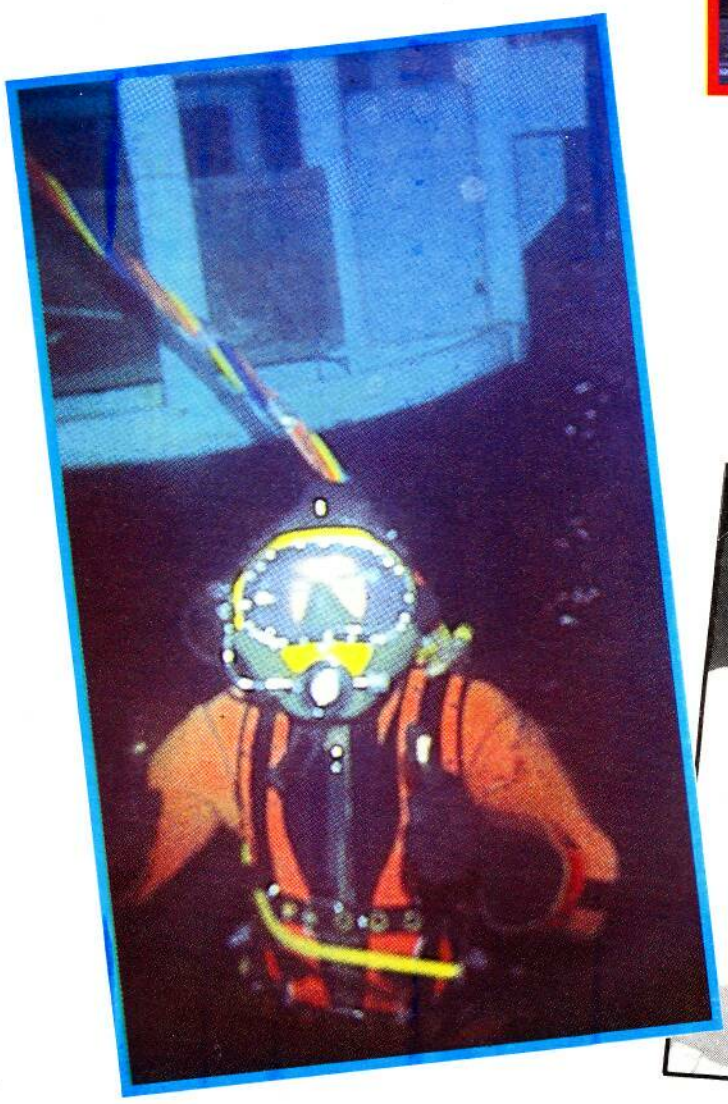
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Challenger's 1,000ft drop in the ocean





One small step for LS Diver Rex Turnbull (left) marked the end of six years' slog for HMS Challenger.

For as the first to emerge from the Seabed Operations Vessel's diving bell, 1,000 ft. down off the coast of Norway, he was signalling the end of a series of trials that means the ship can now explore any part of the continental shelf.

It was the first time the Navy had dived in saturation to such a depth from a Royal Navy vessel not at anchor — thanks to Challenger's unique dynamic positioning system which enables her to keep on station over any given point.

Earlier, at Invergordon, the ship's nine man team had worked up — or rather down — from a series of 'bounce' dives, another technique used only by the Navy which allows rapid pressurisation and depressurisation between descents.

Shifting operations to Byfjorden near Bergen (above) they embarked on an epic 17-day dive working alongside the Norwegian Diving Support Vessel Seaway Pelican.

"It was particularly gratifying for the crew to see how well the Norwegians responded to them and to the ship," commented Challenger's public relations officer Lieut. Alan Trevarthen.

"Although we are relative newcomers to modern saturation diving operations they saw we have a very capable system which has made an impressive start."

Now that two of the ship's 'seabed intervention' systems — the saturation diving complex and the manned submersible LR5 — are fully operational, all are looking forward to testing what is undoubtedly the most exciting of the whole suite.

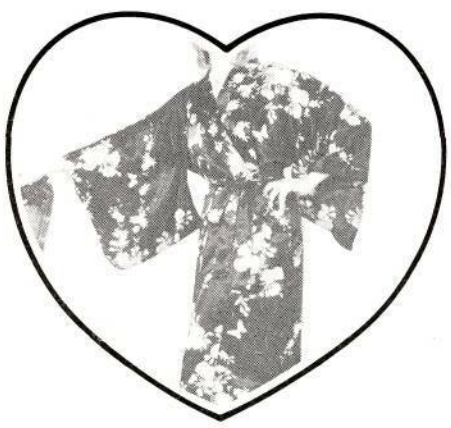
This is the towed unmanned submersible (TUM) which can dive to 6,000 metres — the height, Lieut. Trevarthen points out, of "a respectable Himalayan mountain".

● Back home again, Captain Mark Masterman (below, second left) was given a celebratory ride in his ship's bell — to the bottom of Portsmouth Harbour. Toasting his happy return are (left to right) Lieut. Giddens, Lieut. Cdr. Ian Carlton and WO WO(D) Pete Still.



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Polly picked a peck of trouble

Leading Parrot Lord Nelson has been disrated to Able Parrot after being found guilty of a vicious attack on Petty Officer Steward Barry Stone of HMS Hermione.

At a summary trial, Captain Andrew Ritchie, Captain of the Portsmouth-based Sixth Frigate Squadron, heard how Nelson wounded Stone after he had allegedly stolen his nut ration.

Defending, Lieut. Cdr. Martin Davies, the Squadron Aviation Officer, said that Nelson — an experienced parrot in his seconc ship — had been closed up at flying stations for ten days from 0703 to 2230 with only two meals a day.

Unfortunately, his conduct at his trial went against him — he actually yawned and turned his back on Captain Ritchie for most of it, which was seen as a blatant act of contempt.

● Lord Nelson gets a lesson on the pecking order from his owner, Captain Ritchie (of Birdham, Sussex).



People in the News

Robert leads the field

A BRITISH Aerospace (Dynamics) missile expert has become industry's first civilian to undergo leadership training with the Royal Navy.

Mr. Robert May, a 24-year-old Sea Dart missile systems engineer from Bristol, joined young seamen officers on a five-day course at HMS Royal Arthur, the Royal Naval Leadership School.

Culminating in a two-day trek through the Black Mountains, the course is designed to provide experience of leading others in unfamiliar circumstances.

BAe welcomed the opportunity to benefit from the Navy's leadership training and the Navy valued Mr. May's participation.

The presence of MOD Police and Civil Service personnel on the petty officers' course has shown that the interaction of civilians and servicemen leads to better quality training and improved learning opportunities.

HMS Royal Arthur will fill further vacancies by offering them to civilian companies where it is felt that the type of employment and background experience will enable the students to make worthwhile contributions to the course.

CLOCK WORK!

A PROJECT entitled "The Channel Tunnel — For and Against" has won RS(SM) Kevin Woodrow an award from the National Examinations Board in Supervisory Management.

Now serving at HMS Mercury as a New Entry Submarine communications Instructor, he entered the scheme during his Petty Officers (Radio Supervisor) Qualifying Course.

His project was considered to



be of such a high quality that it was forwarded for a NEBSM award and he was subsequently selected as the MOD regional winner.

RS(SM) Woodrow was presented with his prize, a carriage clock, by Capt. Anthony Morrow, commanding officer of HMS Mercury, and Mr. Ken Ellis, Regional Manager of the NEBSM.

AWARD FOR EX-SKIPPER

MRS. Denise St Aubyn Hubbard, a former skipper of the Royal Naval Auxiliary Service, has been presented with the Meritorious Service Certificate by Lavinia, Duchess of Norfolk.

Mrs. St Aubyn Hubbard, who commanded an inshore minesweeper and was Head of Littlehampton Unit, completed the 1988 Single Handed Trans-Atlantic Yacht Race at the age of 64.

(GUN) BARREL OF LAUGHS

TANKS for a great visit! When RAF Finningley at Doncaster played host to the 13th/18th Royal Hussars, in the area on a recruiting and public relations exercise, it wasn't only the civilians caught up in the fun.

RAF personnel took the controls of Scorpion and Scimitar tanks and the Army got in some flying time in a Jetstream. Shame Finningley's Royal Naval exchange officer, Lieut. Howard Body, couldn't get a frigate up the River Don! Picture: Andy Collins



Howard is pictured at the front of a Scimitar, with Capt. Harry Wragg (left) and Flight-Lieut. Bob Fox riding shotgun.

DUAL RESCUE COMMENDED

LIEUT. Paul Haycock (750 Sqn Culdrose) has received a Commander-In-Chief's Commendation for an act of great bravery, performed while he was serving in HMS Upton.

The ship had responded to a mayday call from the dredger Bowsprite, which shortly after broke in two and sank during a severe westerly gale.

The bad weather meant a boat could not be launched and members of the Upton's company were forced to enter the sea, being battered against the ship's side and constantly swamped by waves and diesel fuel, as they carried out the rescue.

Lieut. Haycock coordinated the operation. An hour into the rescue he realised a survivor and a ship's swimmer were in such a poor state they needed further help.

With little regard to his own safety he went in, aided only by a safety line and lifejacket. There is no doubt that his selfless action saved both men.



Unshaken by earthquake

FOR his outstanding contribution during the Nepal earthquake in August 1988 Acting Surgeon Lieut. Rod Dunn has received the Commander British Forces Hong Kong's Commendation.

At the time of the earthquake he was a medical student undertaking a surgical elective in the British Military Hospital in Dharan, while serving with the Royal Marines Reserve.

He immediately reported for duty at the hospital where he worked tirelessly in appalling conditions dealing with the initial reception of some 450 casualties.



Assisting the Surgeon, he took decisions and performed tasks way above those normally asked of a medical student.

Surgeon Lieut. Dunn is now serving as a Surgical Houseman at the Royal Naval Hospital, Plymouth, having joined the Navy on August 1 last year, after qualifying at Charing Cross and Westminster Medical School.

JUST WHAT THE DOCTOR ORDERED

THE Gedge Medal, awarded annually to the Fleet's most efficient medical assistant, has gone to PO Roderick Cain, who has just completed two-and-a-half years service in Type 42 destroyer HMS York.

Roderick, now serving at HMS Neptune, received the award from Vice Admiral Sir Michael Livesay, Flag Officer Scotland and Northern Ireland.

Rod's younger brother Christopher, CPOWEA Cain, is serving in HMS Resolution, and older brother Philip is a Warrant Officer in the Royal Hampshire Regiment.

Judgement of Paris

MIDSHIPMAN William Paris, who completed a Business and Technician Education Council National Diploma in electrical and electronic engineering at HMS Collingwood, has been awarded a Bronze Medal for excellence in his studies.

The medal was presented to him by BTEC's president, the Duke of Kent, at an awards ceremony in London.

William is now studying for a degree at the Royal Naval Engineering College, Manadon.

Wonderfuelly managed . . .

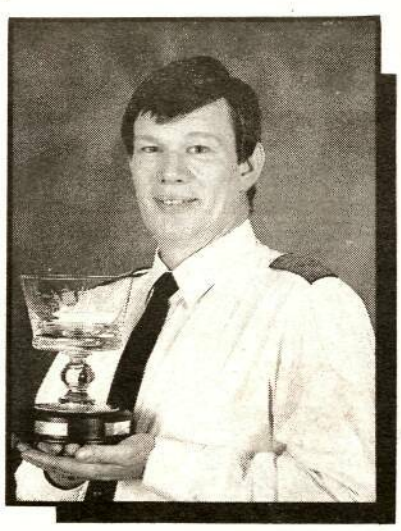
CONSERVING valuable energy resources has won RN air station Yeovilton the British Gas sponsored "1989 MOD Energy Efficiency Award".

They were selected as having the best energy management system and strategy from over 80 different Naval and MOD establishments around the UK.

Designer

CPO Jeff Hards, the Energy Efficiency Officer who designed and implemented the system in operation, received the award — an engraved glass rose bowl, £500 for the Station Welfare Fund and a certificate — from Mr Peter Morrison, the Minister of State for Energy.

The Earl of Arran, Under Secretary of State for the Armed Forces, and Vice-Admiral Sir Jock Slater, Chief of Fleet Support, were also present.



Energy saver — CPO Jeff Hards

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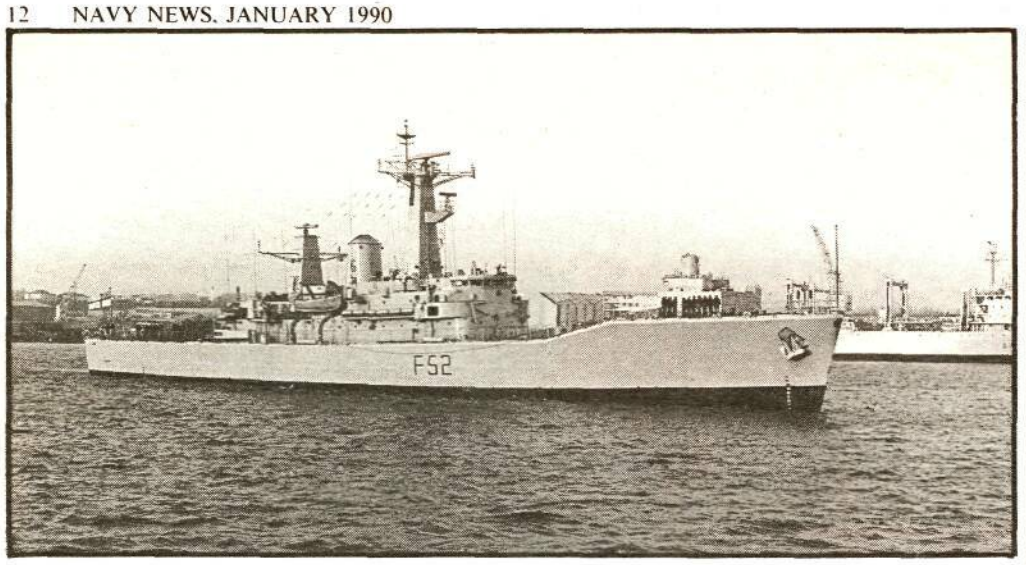
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Scylla crew move over to Juno

AFTER completion of a nine-month refit at Rosyth Royal Dockyard, Portsmouth-based HMS Juno has sailed for trials.

The refit of the Leander class frigate included a complete refurbishment of the main propulsion unit and electronic sensors equipment.

A closed circuit TV system and a hydraulic crane for inflatable boats have also been installed, enabling her to continue her role as the training ship for navigating and marine engineering officers.

The Leander refit group operate a unique system whereby they provide a permanent ship's company in the dockyard, allowing an arriving ship to transfer her crew to the newly refurbished one.

In this case HMS Scylla has just gone in for refit and Lieut-Cdr. Keith Redford and most of his ship's company have transferred to HMS Juno to start the series of trials and work-ups that will lead to her rejoining the Fleet early this year.

● Above: HMS Juno sails past the RFA replenishment ship Regent on her way out of Rosyth Naval Base to begin trials after her refit.

Hood relic surfaces

A RARE relic from the Second World War battle-cruiser HMS Hood has been presented to the Gosport naval base HMS Centurion for safe keeping.

The relic, a silver ashtray bearing the Hood's crest, was given to Commodore Frederick Goodson by Mr. J. Abbott, of Bitterne, Southampton.

Only one other memento, the lid of the ship's cash box, survived the sinking of the Hood by the German battleship Bismarck on May 24, 1941. There were only three survivors.

The ashtray will be kept with the cash box lid at Centurion.

RNPT DATES

THE civic programme of the Royal Navy Presentation Team for the first quarter of 1990 is as follows:

January: 10 Henley-on-Thames, 11 Peacehaven, 15 Fakenham, 17 Newmarket, 29 Preston, 30 Kettering, 31 Rotherham.

February: 7 Bangor, 15 Holyhead, 20 Motherwell, 27 Peebles.

March: 8 Wandsworth and Hereford, 21 Burton-on-Trent, 26 Shrewsbury, 27 Sunderland, 28 Whitby.

Tickets are available from the RN Presentation Team, Room 2120, St Christopher House, Southwark Street, London SE1 OTD.

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NN Get Wise on DCIs NN

'Don't sneeze . . .'

THERE is a need for Servicemen and women volunteers to take part in medical studies and tests of chemical defence equipment at the Chemical Defence Establishment, Porton.

Volunteers could earn additional pay up to £200 (less tax), or in special cases more, for a three-week study and proportionately less for the shorter studies.

An announcement gives the programme dates for the first quarter of 1990.

DCI(JS) 126



"Oh good, your test virus has arrived, too!"

Prize essayist

IN the 1989 Bertrand Stewart Prize Essay Competition an award of £75, plus five years membership of the Royal United Services Institute, went to Sub-Lieut. T. J. Harnden.

DCI(JS) 132/89

Supply officers win exemptions

THE INSTITUTE of Chartered Secretaries and Administrators has agreed to recognise the training given to officers of the Supply and Secretariat specialisation by offering exemptions from successive stages of their examination system.

Supply officers who wish to take up the exemptions and register as students with the Institute will be committed to a subsequent course of studies and examinations leading to Graduate and then Membership status.

The announcement provides details of the exemptions, and also outlines the studies procedure.

DCI(RN) 330

Forms travel

THE RN Printed Forms Store will progressively transfer from PSTO(N) Portsmouth to Common Services Establishment, Llangennech, over a two-month period starting in early February.

The Engineering facilities at Llangennech finally closed on November 30 and are now relocated at RN Stores Depot Exeter.

DCIs (RN) and (Gen) 214/89

Change at the top for RNSTS

A REVIEW of the senior management structure of the Royal Naval Supply and Transport Service has indicated that significant improvements in efficiency can be gained as a result of organisational changes.

In particular a review team found there was a need for strengthening the focus of Headquarters for the overall control of RNSTS outposts and of the management chain for support services, such as information technology.

The reorganisation has been carried out, and the announcement gives details of the new top structure.

DCI(Gen) 208/89

Watch your backers

THERE are tri-Service guidelines on advertising and commercial sponsorship.

Where offers of sponsorship are made by defence contractors, units should ensure they submit requests in time to allow for MOD consultation.

In cases where draft agreements have been drawn up between the Naval service and the sponsor, MOD will need to obtain legal adviser agreement to the wording to ensure that agreements do not contain clauses which may restrict the activities of naval personnel or place unreasonable demands on them.

DCI(RN) 316/89

Extra chance for sea command

A CHANGE to the rules for the categorisation by the Sea Appointments Selection Board of Seaman captains on promotion and at subsequent review has recently been approved.

The intention is that, if not selected for sea command on promotion (List A), all Seaman captains should be guaranteed one further review.

DCI(RN) 329/89

'No pirating' reminder

A REMINDER is given of obligations under copyright legislation when using purchased computer software.

MOD staff are reminded that illegal copying of computer software (pirating) is a criminal offence with maximum penalties including imprisonment.

DCI(Gen) 204/89



"Is he not happy about your sponsors using the ship's side to advertise their products then, Clubs?"



● Cdre Chris Craig (HMS Drake) hands over the keys of the new Bull Point gymnasium to POPT Alfie Alford of HMS Defiance.

Bull Point gym paves the way

Devonport's new gymnasium at Bull Point is a key step in an ambitious scheme to expand sport and leisure for naval personnel ashore and afloat.

Within easy walking distance of ships in the Naval Base and the 2,500 bed accommodation complex at HMS Drake, it will soon be made more accessible to ships via a pathway down to Weston Mill Lake Jetty.

Following on from the year-old Health Centre in Frobisher Block — open 24 hours a day and boasting 18 single station exercise units, a sauna and solarium — the gym will be followed in turn by a £2¼m Physical Training and Recreation Centre to be built in the Drake Playing Fields area.

Floodlit

This sports hall will house two more gymnasium areas and three squash courts. Replacing the old all-weather pitch there will be a new floodlit artificial turf playing surface, an improved grass soccer pitch, more hard tennis courts and a tarmac kickabout area.

New sports pitches will also be laid out on reclaimed land at Weston Mill Lake.

Onslaught gets a taste of the Blyth spirit

THE crew of the 27-year-old diesel-electric submarine HMS Onslaught enjoyed a five-day visit to Blyth, the boat's affiliated town.

At the end of a NATO exercise the Onslaught, commanded by Lieut.-Cdr. John Tottenham, embarked the Mayor of Blyth, Mr. Ted Breadin, for the passage from Rosyth to Blyth.

During the visit guided tours of Onslaught were arranged for schools, members of the Submarine Old Comrades Association, and personal guests of the ship's company.

The submarineers were entertained to a civic reception by the Mayor and were also hosted by the Rotary Club, Police, Fire Brigade and the Harbour Commissioners.

Cheques presented by the Onslaught to local charities included £150 for the RNLI, £150 for Blyth Community Hospital and more than £200 for the Mayoress's Charity Fund.

Local sports competition was too good for the crew, who lost to the Police football and Blyth Rugby Clubs.

The veteran submarine is due for her last refit in the summer.

Hero of the Plate recalled

To mark the 50th anniversary of the Battle of the River Plate, a party of officers and junior rates from HMS Exeter, with the ship's helicopter, visited Milford Haven Comprehensive School, which has links with the ship.

The visit was to commemorate a former pupil, Able Seaman W. G. A. Gwilliams whose heroic action aboard the cruiser HMS Exeter during the battle won him the Conspicuous Gallantry Medal. He was 19 years old.

The occasion also afforded the opportunity to unveil Exeter memorabilia in the school, in particular a facsimile of the Western Telegraph featuring Pupil 219: Naval Hero Gwilliams. Afterwards the crew of the Lynx helicopter delighted pupils with a flying demonstration.

Last of a long line of gun directors

THE ROYAL Navy has taken delivery of the last MRS3/GWS22 gun director system to leave the British Aerospace Systems plant at Plymouth.

British Aerospace involvement started as long ago as 1948 when design work started on the MRS3 system which was fitted throughout the Fleet to control 4.5 inch guns. Sixty systems were produced.

In 1959 work began on a modified version, designated GWS22, to control Seacat missiles, and 50 systems were built to this standard.

The year 1962 saw a major redevelopment of the basic director and a further 40 units were built. Later, in the 1970's, a re-engineering programme was started and the work transferred from Bracknell to Plymouth.

Today, MRS3 and GWS22 systems are also in service with the Australian, New Zealand, Indian, Pakistan, Chilean and Peruvian navies.

During the Falklands war they were extensively used to control Seacat and for the naval bombardment of Port Stanley.

Flying visit

The Minister for the Armed Forces, Mr. Archie Hamilton, visited HMS Gannet, the RN air station at Prestwick Airport. His flying visit included a station presentation and a tour of the base and its facilities.



New faces Down Under

The former RFA Appleleaf — now the Royal Australian Navy's destroyer tender HMAS Westralia — sailed for her new home down under to take over from HMAS Stalwart, which was decommissioned and put up for sale last month.

During her last cruise the flagship of the RAN paid calls at Singapore, Indonesia and New Caledonia before paying off at Sydney.

● Her CO, Captain Michael Dunne RAN — who commanded the submarine HMS Finwhale in the late 1970s — is seen on the bridge with his Navigating Officer, Lieut.-Cdr. Jonathan Marshall RN, who is in turn doing a tour Down Under.

BIRTHDAY PARADE FOR A NAVAL CITY



ROYAL Navy, Royal Marines and Army units marched through Plymouth to mark the 550th anniversary of the incorporation of Plymouth as a city.

The units came from HMS Raleigh, the Navy's new-entry establishment; HMS Cambridge the Navy's Gunnery School; the Commando Logistic Regiment, Royal Marines; and the Devonshire and Dorset Regiment.

The salute was taken by the Lord Mayor of Plymouth, Mr Denis Dicker, who was accompanied by Major General Shortis, Colonel of the Devonshire and Dorset Regiment; Capt. John Lock, Deputy Naval Base Commander, Devonport; and Lieut.-Col. R. S. Coward, Commanding Officer of the Commando Logistic Regiment.

After the march past the units were entertained to lunch by Portsmouth City Council. A reception followed in the evening.

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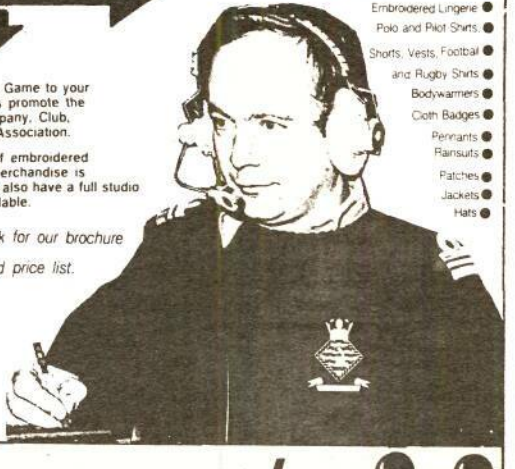
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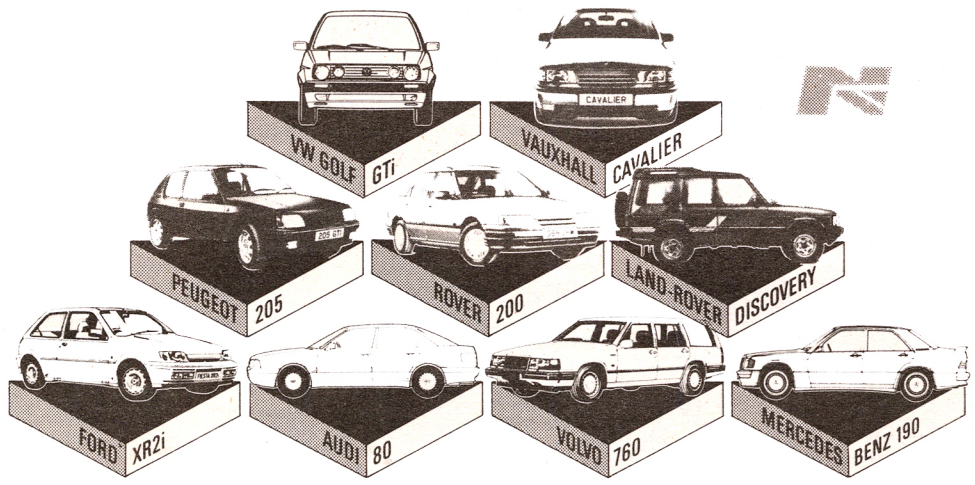
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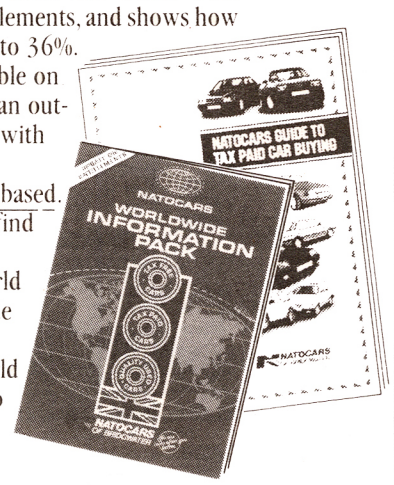
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NN/WW/1

SCOTLAND'S strategic importance, conditions of service in what for many is a far country, and the roles of the WRNS and RNR are among issues discussed in this interview with Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Michael Livesay — seen here laying a wreath over the wreck of HMS Royal Oak in Scapa Flow.

Underlying his words is a heartfelt belief that as far as Scotland is concerned, naval families once bitten are forever smitten . . .



The Scottish Navy

— is it becoming a reality?

Q. There seems to be a growing perception of the strategic importance of Scotland to the Royal Navy in particular and the Western Alliance in general. Is there indeed a gravitational pull away from the Service's more traditional, southern roots, and if so is this realignment likely to develop further?

Because of advances in ships' weapons systems, NATO's maritime arm has in the past few years been able to articulate with greater clarity how it would conduct forward defence in a Norwegian Sea campaign.

The Supreme Allied Commander Atlantic has said that forward defence is his best option, therefore Scotland, with two major bases — at Rosyth and Faslane, provides the major part of NATO's forward maritime support.

Further north there are about 12 national and NATO stores, fuel and ammunition depots. In addition there are maritime air bases here; HMS Gannet, the naval air station at Prestwick; and many natural harbours and other items of infrastructure which we can improvise in time of tension or war.

All this provides a tiered capability — forward repair bases, forward support bases and our main support bases in central Scotland, which taken together put us in an important strategic position.

Q. How well is the Scottish Command, and the Navy in general, succeeding in presenting the prospect of service north of the border as attractive for personnel, many of whom are southern orientated?

I don't believe we are succeeding sufficiently in emphasising the advantages of service in Scotland, but they are clear to those members of the Royal Navy who come from the North of England and Scotland itself.

In the case of southerners, it's often a major domestic upheaval for men and their families to move north, but once they have served in Scotland they are very happy to continue here, and I know of dozens of people who have had that experience — in fact, I'm one.

There are many, many things which a young family can enjoy in Scotland — Glasgow and Edinburgh are two major cities which have fine, cultural bases; there are all the outdoor facilities one could want — mountain walking, sailing, skiing, fishing, inexpensive golf, and fine holiday facilities. The quality of life in Scotland is good; it's less crowded than the South and most refreshing after a period of service in, say, Hampshire or London.

Q. In the knowledge that home ownership by naval personnel has risen in recent years, have any special efforts been made to lessen the difficulties which some may have on draft from homes in the South, with particular reference to Community Charge and the separation problem?

On the question of home ownership, one significant achievement has been improved Disturbance Allowance which was part of the allowances review package. In any event, there are extensive married quarters estates in Faslane and Rosyth and it is not difficult to obtain a respectable quarter in either place.

The review of allowances has been instrumental in helping men on separated service or who are mobile as they now have very generous warrant allocation when serving in ships. But separation is undoubtedly a problem; Scotland is a very long way from the South Coast and for this reason among others I encourage people to move with their families to enjoy life in Scotland and save themselves the hassle of long journeys.

It is interesting to note that recently one Rosyth-based Type 42 had 25 men join when she returned from a period of service in the Middle East. All of them were Rosyth preferees — and not necessarily Scots.

Q. The build-up of the Trident facility will bring more personnel north. Are there any other developments or changes envisaged for the next few years involving ships or bases and which are likely to affect the manpower situation?

Increased numbers at the Clyde Submarine Base will present considerable challenges, particularly over provision of suitable accommodation. At Rosyth new facilities are being constructed to refit Trident vessels as well as other nuclear and conventional submarines. This is an earnest of our intention to go on using both Scottish bases.

At the same time there is a shortage of shore billets — infrastructure billets — at Rosyth and I am very keen to encourage the movement of some training facilities north to provide a balance of sea and shore occupation up here. To this end I am negotiating with Commander-in-Chief Naval Home Command and the Ministry of Defence.

Q. Most of the surface warships based in Scotland are mine countermeasures vessels and fishery protection ships. In some quarters these are seen as forming the least glamorous side of naval service, with few foreign visits and long periods at sea in hulls tossed by cold, grey, home waters. How accurate is that picture?

It's very much overstated. Ships' companies of small vessels are enthusiastic volunteers who take great pride in their professional skills, and possess a particular toughness which enables them to serve successfully in those ships.

Members of the Fishery Protection Squadron in particular have a shorter sea draft than others, reflecting the arduous nature of their working life.

The small ships are based largely in Scotland because the River Forth is particularly suitable for their training, but we do try to get them away for a foreign visit each year and the mine countermeasures vessels in particular have had some very wide-ranging cruises in the past 12 months. This is a pattern we hope to continue.

Of particular note is the Gulf standby force of MCMVs — there's a team away now conducting visits in the Mediterranean. In addition the Ton-class ships of the Third MCM Squadron will be going down to Gibraltar.

Q. To a large degree major establishments of the Royal Navy are relatively modern features on the map of Scotland. Does the lack of a centuries-old association with the Service have an impact of community relations?

Rosyth Naval Base was constructed for the First World War and played an important part in the Second; now we are the closest naval base to the Norwegian Sea.

Added to that, the major part of the Scottish population live around the coast of their country and fishing is one of their major industries. People here understand the sea and its value, and I meet with a lot of understanding and sympathy for the aims of the Royal Navy.

My experience of the Scots is that if you are enjoying the benefits of living in their country you are made most welcome. The English sailors up here do get their legs pulled, but so do Scots living in England.

"The quality of life in Scotland is good; it's less crowded than the South and most refreshing after a period of service in, say, Hampshire or London."

Q. There has been much speculation on new roles for women in the Navy as well as other armed services. As Flag Officer of a "sharp-end" Command, do you feel that the options are open for increased integration of the WRNS in Scottish-based units?

We employ a large number of WRNS in Scotland already — at Faslane and Rosyth. Some of these are working very much in close association with the front line, and I see opportunities for wider employment of Wrens in Scottish jobs, possibly associated with non-combat, front-line units.

Q. In recent years increased emphasis has been placed on the role of the Royal Naval Reserve. How important is the participation of the RNR in your Command and how well do its members match up to

Calliope's £1m extra

THE future of the Royal Naval Reserve on Tyneside looks secure with the opening of a new extension at HMS Calliope, headquarters for the Tyne Division.

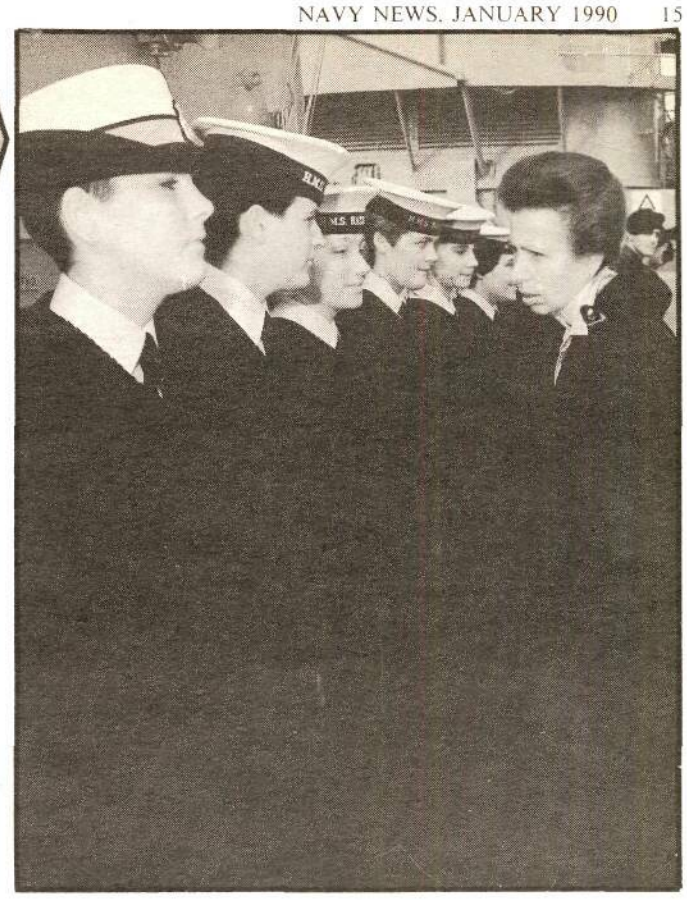
Costing over £1 million and effectively doubling the size of the establishment, the building was opened by the Lord Lieutenant of Tyne and Wear, Sir Ralph Carr-Ellison, President of the North of England Territorial, Auxiliary and Volunteer Reserve Association, who were responsible for the development.

MEETING THE CHIEF

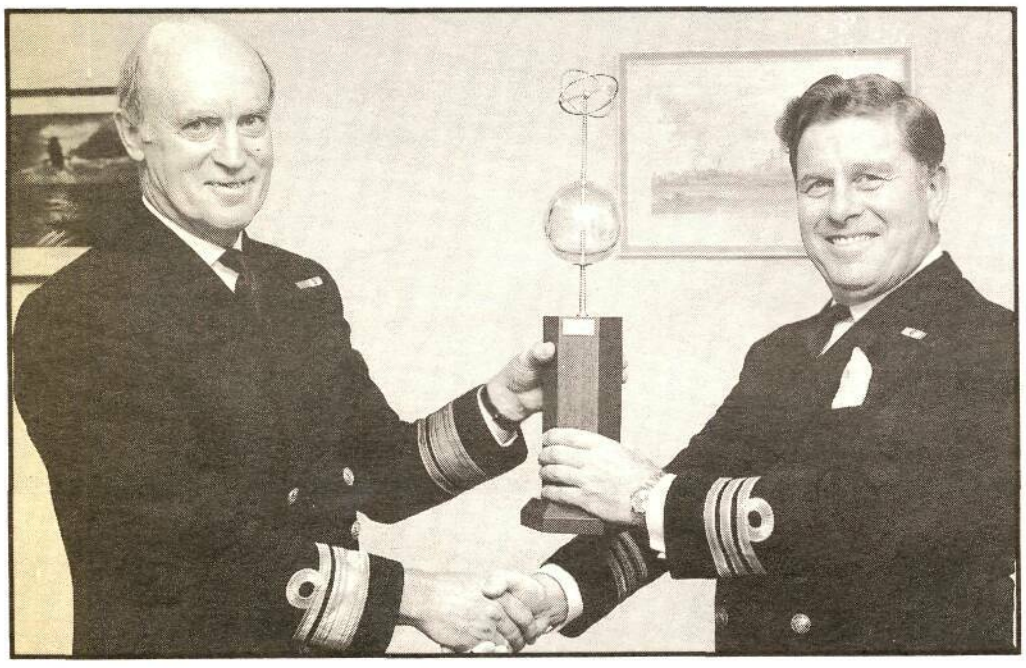
WITH her son Peter, HRH The Princess Royal spent a day at sea in HMS Amazon — and found she was not the only Wren on board.

The Devonport-based Type 21 frigate she launched in 1974 has an active affiliation with the WRNS and gives the girls every opportunity to put in some sea time.

Right — a group of new entrants at HMS Raleigh have an early chance to meet their Chief Commandant.



Hover giant will be the museum star



THE GIANT 50-ton BH 7 hovercraft has been saved from the scrapyard and is destined to become the star exhibit in a proposed hovercraft museum in Gosport, Hampshire.

The engineless 78ft. long hovercraft was towed across the Solent from East Cowes to HMS Daedalus, the Royal Naval Air Station at Lee-on-Solent, where it will be stored and refurbished while a site is located for the hovercraft museum.

Built at Cowes in 1969, the giant BH 7 was operated by the Royal Navy at Daedalus as part of the Interservice Hovercraft Trials Unit fleet.

Twenty years later, still in her military colours, the retired hovercraft has returned, after a lifetime of invaluable evaluations and trials in a number of roles. Major detachments were undertaken to the Arctic and America.

Pioneers

When the museum is established the BH 7 hull could be used to house other exhibits, including models, smaller hovercraft, displays and videos, in the five cabins and cockpit.

The Hovercraft Society, supported by the Hoverclub of Great Britain, is seeking charitable status and pursuing plans with Gosport Borough Council for a permanent home for the museum.

Fifteen pioneering hovercraft have been donated, of which the BH 7 is the largest.

Wizard response wins EW wand

FIRST winner of a trophy for excellence in electronic warfare effectiveness is the Royal Naval EW Operational Support Establishment (RNEWOS) at RAF Wyton.

The wand-like trophy, donated by the United Kingdom Chapter of the Electronic Defence Association, will be awarded annually to the EW team judged to have made the biggest single contribution to EW effectiveness during the year.

The winners also receive £50 towards the purchase of EW books, equipment or software.

RNEWOS is a small, isolated unit which has overcome a nine month backlog in processing data from the Fleet, despite staff shortages, and can now respond to ships within a week or two.

The data base has been re-written within the last 12 months and the publications provided for the Fleet have been revised and reproduced in a much-improved format.

Specially tailored EW briefs are provided for ships in addition to supplying information to the MOD Procurement Executive and to industry to help in the development of new equipment.

Initiative

Although the establishment's computer system was only designed to support six EW outfits, through initiative and skill it can support the 19 now in ships and aircraft.

Runners-up in the competition were the Type 42 destroyer HMS Birmingham and the Leander class frigate HMS Danae.

Rear-Admiral Peter Dingemans, Chief of Staff to the Commander-in-Chief Fleet (left) is pictured presenting the trophy to Cdr. Richard Cossins, Commanding Officer of RNEWOS.

Circuit repair under the microscope

THE 'chips' were down when the Air Engineering School welcomed Rear Admiral R C F Hill, Chief Naval Engineer Officer, to its newly commissioned Printed Circuit Board Repair Training Centre during his visit to HMS Daedalus.

This new facility is the most modern in the Navy — student technicians are awarded a City and Guilds Certificate for learning skilled repair techniques enabling track repairs and component replacements to be carried out on circuit boards from the huge number of 'black boxes' now in service.

Microscopic

Today's PCBs are so small, repair work has to be carried out under a microscope.

In the age of electronic warfare the PCB Repair Training Centre is an important step forward in enabling technicians to be better trained to meet the challenge of returning faulty PCBs to service in as short a time as possible.

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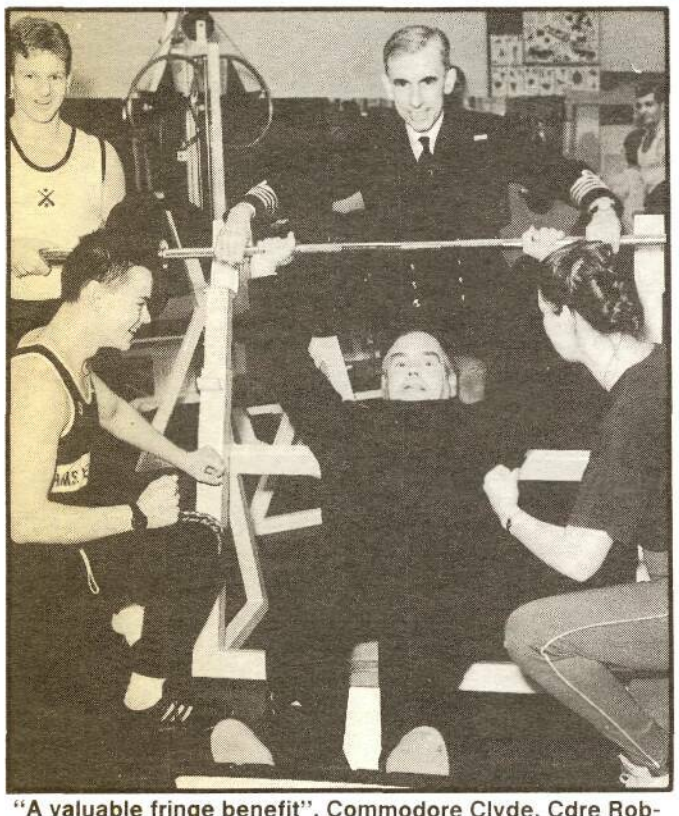
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"A valuable fringe benefit". Commodore Clyde, Cdre Robert Woodard works out at HMS Neptune's new Polaris Fitness Room — one of the new range of amenities opening up across Scotland.

their RN colleagues when they are required to augment the regulars?

Their contribution is most important. We have four sea training centres in Scotland plus two HQ units, and I see a lot of what they do both in terms of their own training and when they are acting more directly in support of the Royal Navy.

My HQ cannot function in an operational sense without the support of the Reserves, large numbers of whom are called in to help man the headquarters during exercises.

Similarly, the sea training centres provide minesweepers which contribute to our NATO activities, and they train their own people. When I visit RNR Divisions I'm very impressed by the enthusiasm and quality which I find there. Bearing in mind how little opportunity they have to train compared with the professionals, the standards they achieve are remarkably high.

As far as RNR recruiting is concerned, here, too, we are better placed than the South. Some Divisions have trouble in filling their quotas, but I think all the sea training centres are in good shape and well up to establishment.

Also worthy of mention are members of the RNXS who man the many port headquarters around our coast. They are an immensely dedicated group of people who do a most important job.

Q. Provision of amenities is a growth industry throughout the UK. In Scotland, a natural playground for the outdoor sportsman, is the Navy providing sufficient avenues for its hard-working personnel to take full advantage of their leisure?

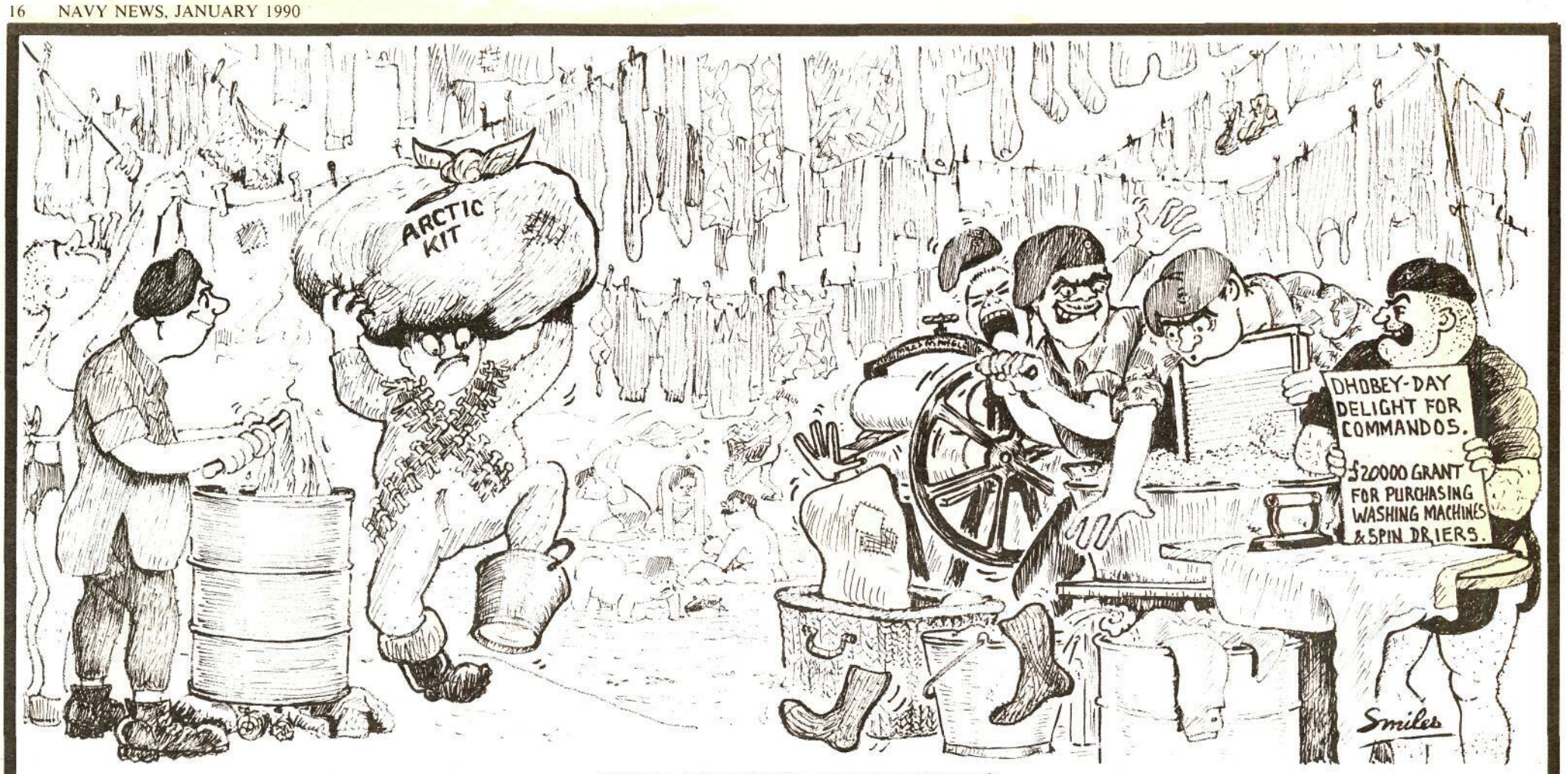
"I see opportunities for wider employment of Wrens in Scottish jobs, possibly associated with non-combat, front-line units."

We're doing our best within the constraints we have. Faslane has an excellent dry ski slope, has other very good sports facilities, and is a priority location for an artificial turf pitch for soccer and hockey. At Rosyth a SASH building (Standardised Approach to Sports Halls) is planned and a new sports pavilion is going up at Cochrane. Rosyth has good sports fields, while the facilities at what was once HMS Caledonia are still at our disposal.

In addition we hope that the China Fleet Club will have funds available to provide a new facility at Rosyth — a golf driving range, a bowling alley and dry ski slope.

On both sides of the country we have adventurous training centres — Cochrane's is particularly comprehensive and provides people within the Command facilities to ski, hill-walk and sailboard — to take part in all the outdoor sports.

I encourage commanding officers to make men available to take part in these activities which are a valuable fringe benefit to service in the armed forces.



'We'd be better off with some washerwomen!'

NEWSVIEW

Manpower in focus for new decade

AS THE 1980s slip into history and a new decade dawns, a few thoughts on change and challenge may be in order.

On a day-to-day basis the past year has seen a continued all-embracing spread of RN activity, involving — among much more — commitments in spots like the Gulf (despite lessening of tension) and the Falklands; major participation in NATO and other operations and exercises; Submarine Flotilla activity ranging from the Arctic to the South Atlantic; fishery protection and MCM work; survey duties; and Fleet Air Arm operations in plenty.

The places visited by RN ships were many and varied, most noteworthy perhaps being Leningrad behind the Iron Curtain (as then was), where the Dartmouth Training Squadron called.

Meanwhile much hardware, including new vessels, has come into service. Even so, the focus switches ever more sharply on recruiting and, above all, retention. As wastage rates — although low by many civilian standards — increase, the aim is to develop a package of measures to encourage greater continuity of service.

Pattern change

Largely, the lower manpower levels have been planned. In eight years the Navy's manpower has reduced from 74,500 to 65.000, much of it achieved by reducing shore support and training. That, in itself, has affected the pattern of service, as over the period the sea/shore ratio has changed from 40/60 to 51/49, and the teeth/tail ratio from 60/40 to 70/30.

The target now is to ensure there remains enough attraction in the Service, not simply by way of pay and allowances, but in general conditions which offer an acceptable mix of separation and shore service, motivation and relaxation, work and play.

All the indications are that manpower (and womanpower?) will set a major challenge in the first part of the next decade. While it may be unrealistic to expect sweeping benefits to descend from the sky, a range of improvements which in total provide added spice and sense of wellbeing to naval live could assume considerable significance.

Meanwhile, to all our readers both inside the Service and beyond, including the families, our many ex-Service enthusiasts and all other well-wishers of the Royal Navy, we send best wishes for the first year of the new decade.

Farewell to the wash-day blues

Arctic Marines' kit in a spin

WHEN thousands of Royal Marine Commandos rough it in Norway for weeks on end during Arctic warfare training, happiness is dry clothes, a warm sleeping bag and hot food.

The problem is washing and drying their gear, the current range of Arctic clothing including about 80 items which need regular laundering.

Return to base — after five nights in a tent with temperatures of perhaps 30 degrees C below zero — involves a spot of weekend dhobying. It means a hand wash and erecting drying tents or using worn-out machines, with the occasional item going to a civilian laundry.

Now, however, a touch of the mod. cons. is to make life easier for the Marines, who operate in about 30 separate locations, many remote and separated by hundreds of miles. The Sailors' Fund and Fleet Amenities Fund have come to the rescue and provided a total of £20,000 towards washing machines and driers to give life new sparkle and comfort.

The decisions were made at the winter meetings of the funds' Grants Committees where, as reported last month, a grand total of more than £600,000 was allocated in grants and loans.

Among sums agreed was a further £150,000, as a loan, towards modernisation of the second floor accommodation at the Royal Fleet Club Devonport; £42,400 towards alterations and extensions to the Fleet Club at Portland Naval Base; £30,890 towards a clubhouse extension for Devonport Services Rugby Club; more than £24,000 for refurbishment of the Junior Rates' bar and lounge of the RN Engineering College (HMS Thunderer); and over £19,000 towards a health studio at HMS Cochrane (Caledonia).

There was also encouragement for the Navy's Volunteer Bands, a total of £6,200 being agreed this year.

At the Sailors' Fund Grants Committee meeting it was reported that the market value of the fund's investment portfolio stood at £10,156,000, an increase of more than £250,000 on the valuation six months' earlier.

WHERE THE FUNDS GO

GRANTS and loans approved by the Sailors' and Fleet Amenities/Fleet Recreational Funds:

Royal Fleet Club, Devonport — £150,000 (£125,000 from Sailors' Fund and £25,000 from FAF) as loan towards costs of modernisation of second floor accommodation.

Commander-in-Chief Fleet — £50,000 (grants of £40,000 from Sailors' Fund and £10,000 from FAF) towards costs of single man's assisted passage scheme.

HM Naval Base Portland — £42,400 (grants of £28,400 from Sailors' Fund and £14,000 from FAF) towards alterations and extensions to Fleet Club.

HQ Commando Forces, RM — £20,000 (grants of £12,000 from Sailors' Fund and £8,000 from FAF) towards washing machines and driers.

Devonport Services Rugby Club — £30,890 (grants of £21,000 from Sailors' Fund and £9,890 from FAF) towards extension of clubhouse.

CINCNAVHOME — £26,760 (grants of £15,000 from Sailors' Fund and £11,760 from FAF) towards replacement canal boat.

HMS Osprey — £11,000 (grants of £9,000 from Sailors' Fund and £2,000 from FAF) towards skittle alley and fitness room in new WOs' and Senior Rates' Mess.

RN Engineering College (HMS Thunderer) — £24,124 (grants of £20,000 from Sailors' Fund and £4,124 from FAF) for refurbishment of Junior Rates' bar and lounge.

Victory Services Associated — £21,000 (£14,000 from Sailors' Fund and £7,000 from FAF) as loan towards cost of rewiring Victory Services Club.

HMS Cochrane — £19,151 (grants of £15,000 from Sailors' Fund and £4,151 from FAF) towards Health Studio.

40 CDO, RM — £12,500 (grants of £9,000 from Sailors' Fund and £3,500 from FAF) towards Hydra fitness machine circuit.

HMS Warrior — £12,000 (grants of £8,000 from Sailors' Fund and £4,000 from FAF) towards equipment for gym refurbishment.

Comacchio Group RM — £10,687 (grants of £8,000 from Sailors' Fund and £2,687 from FAF) towards equipping recreational facility at Coulport.

HMS Raleigh — £7,284 (grants of £6,000 from Sailors' Fund and £1,284 from FAF) for rescue boat, trailer, and engine for sub-aqua club.

HMS Sultan — £6,500 (grants of £5,000 from Sailors' Fund and £1,500 from Fleet Recreational Fund) for weight and leisure training equipment.

SNONI — £6,424 (grants of £5,000 from Sailors' Fund and £1,424 from Fleet Recreational Fund) towards recreational and sports equipment.

Volunteer Bands — £6,200 (grants of £5,000 from Sailors' Fund and £1,200 from FAF) as annual grant to Volunteer Bands.

Department of CGRM — £5,453 (grants of £4,000 from Sailors' Fund and £1,453 from FAF) towards establishing fitness room.

BRNC Dartmouth — £5,110 (grants of £1,000 from Sailors' Fund and £4,110 from FAF) towards outdoor horse riding arena.

RN College Greenwich — Grant of £4,850 from FAF for grand piano for College Chapel.

HMS Heron — £4,022 (grants of £3,000 from Sailors' Fund and £1,022 from FAF) towards decoration of POs' Mess dining hall.

RN Element, 9 Signal Regt (Radio) — £3,800 (grants of £3,000 from Sailors' Fund and £800 from FAF) for inflatable boat and accessories.

HMS Cochrane — £3,600 grant from Sailors' Fund towards improvements to the Fleet Inn.

HMS Cochrane — £3,000 (grants of £2,000 from Sailors' Fund and £1,000 from FAF) towards servicing six holiday caravans.

HMS Cochrane — £3,000 (grants of £2,000 from Sailors' Fund and £1,000 from FAF) towards major improvements to Rothiemurchus Lodge.

Commando Training Centre, RM — Grant of £1,500 from FAF towards 12-bore shotguns for Gun Club.

RN Cricket Club — £2,000 (grants of £1,500 from Sailors' Fund and £500 from FAF) towards Combined Services tour of Australia.

RN Hospital Plymouth — £2,400 (grants of £1,800 from Sailors' Fund and £600 from FAF) towards costs of 1990 Morocco Expedition.

HMS St. Vincent — £1,735 (grants of £1,000 from Sailors' Fund and £735 from FAF) towards additional costs of new Junior Rates' club.

HMS Heron — £2,074 (grants of £1,500 from Sailors' Fund and £574 from FAF) towards canoes and associated equipment.

HMS Royal Arthur — £1,765 (grants of £1,200 from Sailors' Fund and £565 from FAF) towards cellar cooling equipment for Senior Rates' Mess.

HMS Daedalus — £1,543 (grants of £1,000 from Sailors' Fund and £543 from FAF) towards sub-aqua equipment.

HMS St. Vincent — £1,251 (grants of £1,000 from Sailors' Fund and £251 from FAF) towards disco equipment for Junior Rates' Club.

HMS Flying Fox — £1,358 (grants of £1,000 from Sailors' Fund and £358 from FAF) towards multi-gym centre.

HMS Sultan — £992 (grants of £500 from Sailors' Fund and £492 from FAF) towards foul weather clothing for yacht crews.

HMS Cochrane — £900 (grants of £500 from Sailors' Fund and £400 from FAF) towards costs of participation in Australian Archery championships by CPO B. L. Stokes.

HMS Inskip — £759 (grants of £500 from Sailors' Fund and £259 from FAF) towards stereo system for Senior Rates' mess.

HMS Inskip — £550 (grants of £400 from Sailors' Fund and £150 from FAF) towards disco equipment for the Skip Inn.

RM Merseyside — £5,250 grant from FAF towards refurbishment of Corporals' and Marines' Club.

RM Poole — £1,490 grant from FAF towards two industrial tumble driers.

HMS Wessex — £1,200 grant from FAF towards expedition equipment.

HMS Sultan — £364 grant from FAF towards washing machines for Wardroom mess.

● Grants which in aggregate exceed £15,000 for any one project are subject to the approval of the Trustees.

Annual and Half-Yearly Grants

Half-yearly grant to HM ships — £53,846 from Sailors' Fund.

Half-yearly grant to RM Commando units — £6,736 from Sailors' Fund.

Half-yearly grant to regular Forces Employment Association — £12,234 (grants of £5,964 from Sailors' Fund and £6,270 from FAF).

Annual grant to Merchant Seaman's War Memorial Society — £250 from Sailors' Fund.

Captain of the Fleet's Fund — £1,500 from FAF as annual grant.

Television grant — £4,640 from FAF as annual grant for TVs for new ships and ships emerging from major refit.

CGRM Consolidated Fund — £200 from FAF as annual grant.

Captain of the Fleet — £2,000 from FAF as annual grant towards costs of family visits overseas.

RN and RM Sports Control Board — £27,500 from FAF as annual subvention.

Second Sea Lord's Charitable Fund — £700 from FAF as annual subvention.

Rebate and Donations

The following donations were received by FAF during 1989: Naafi (Extra Rebate 1988), £53,846; Navy Weeks Trust (Navy-Air Days 1988), £34,054; Services Sound and Vision Corporation, £16,000; Royal Tournament, £4,660; Mountbatten Festival of Music, £3,000.

Battling ahead after refit

THE performance and capability of the Type 22 frigate HMS Battleaxe was considerably enhanced by her extensive refit in Devonport Dockyard.

The third Type 22 frigate to undergo a commercial refit by Devonport Management Ltd (DML), Battleaxe had major improvements carried out to her weapons systems and propulsion plant.

New gearboxes allow her to achieve authorised full power for the first time without restrictions, and she is now equipped with the latest sonar and upgraded electronic equipment.

Battleaxe's appearance has also changed. She was the last Type 22 to have a funnel with "big ears." But now the ears have been "lopped off" in favour of a smaller funnel designed to reduce top weight and improve stability.

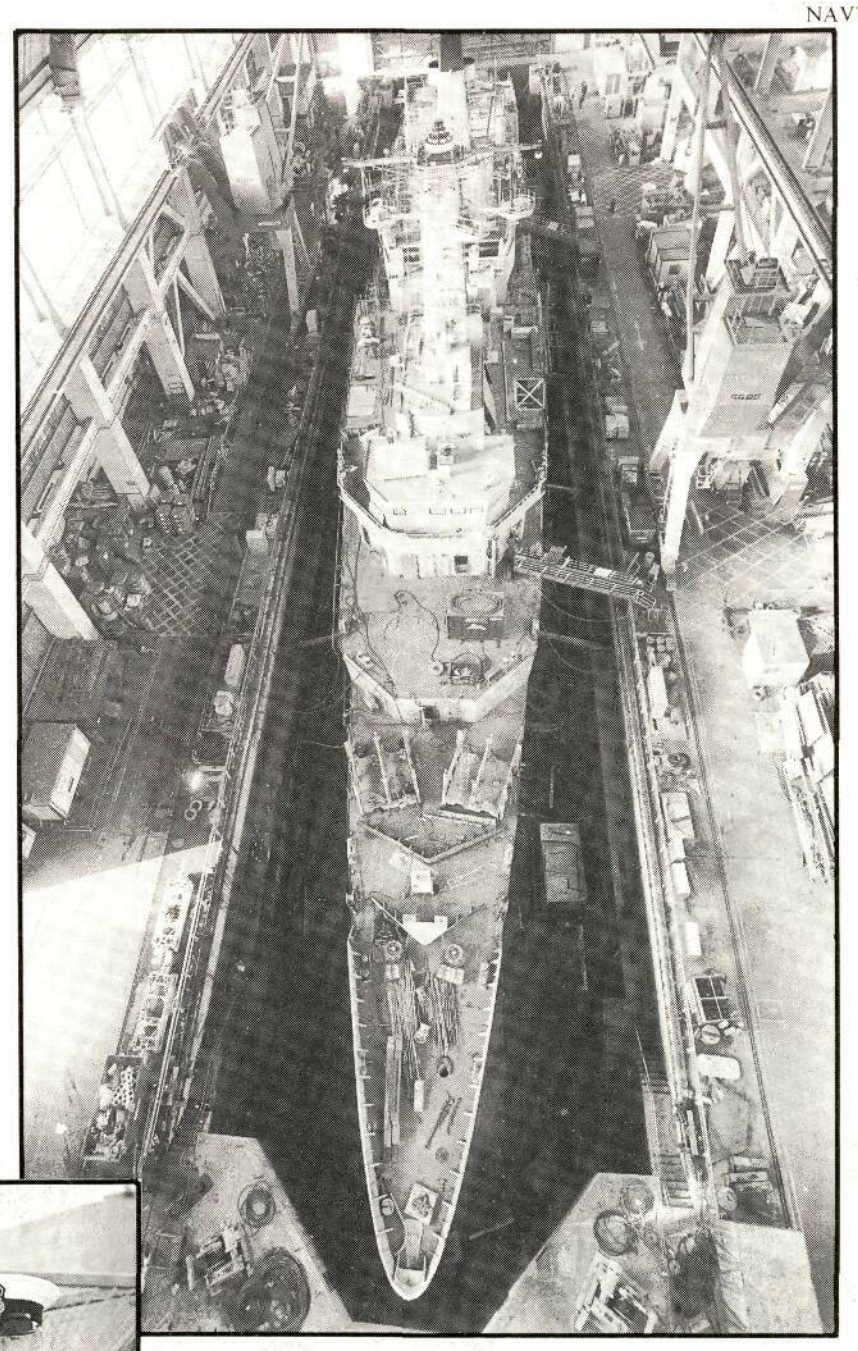
During the refit the opportunity was taken to renew already strong ties with the ship's affiliated town of Newport, Gwent, where the rugby team had a successful tour of South Wales.

And a team of Senior Rates spent a week painting the St John's Foundation Hospice, Newport, one of the ship's adopted charities, saving the hospice £3,000.

During sea acceptance trials the Battleaxe hosted a party of 15 children from the cancer treatment ward of Derriford Hospital, Plymouth, together with their doctors, nurses and patients. Vice-Admiral John Coward, who was then Flag Officer Flotilla 1, presented a cheque for £350 for the ward.

As mentioned briefly last month, Battleaxe held her rededication ceremony in the presence of Lady Callaghan who, as the wife of the then Prime Minister, launched the ship in 1977. Lord Callaghan accompanied his wife and they met many of the 400 guests of the ship's company.

The rededication cake was cut by Mrs. Julia Gordon Lennox, wife of the commanding officer, Cdr. Andrew Gordon Lennox, and JS(EW) Matthew Beavers, using a replica of the battleaxe wielded by Robert the Bruce at Bannockburn in 1314.



HMS Battleaxe viewed from the top of the frigate refit complex.



Jennifer Lea, daughter of the Ship's MEO, presents Lady Callaghan with a bouquet at the rededication service.

NEW NAVY HOMES TO BE BUILT IN GOSPORT

A £2.4m naval housing development of 37 flats is being built at Gosport, Hampshire, by the Agamemnon Housing Association.

The flats in Victory Court, Beauchamp Avenue, will be rented by former Royal Navy and Royal Marines personnel, or their widows or widowers, when construction work finishes next September.

When Admiral Sir Jeremy Black, Commander-in-Chief Naval Home Command, laid the foundation stone he said that Victory Court was a very important project.

Admiral Black commented: "Nowadays it is a family situation. We need to look after people and their families. It is unlike the days of Greenwich and Chelsea Hospitals when you just looked after the men."

The money was given to the association by the Victory Housing Society, which provides housing for serving sailors.

Victory Court is the third sheltered housing project the association has undertaken. When complete it will bring the total of association flats to 113.

Victorian frigate to remain in the North

HARTLEPOOL is to be the permanent home for the 172-year-old wooden frigate Foudroyant, the world's second oldest ship still afloat.

When the Foudroyant was moved from her mooring in Portsmouth Harbour to Hartlepool in 1987 to await restoration it was hoped she would eventually return to Portsmouth, fully rigged.

But Hartlepool has offered "an unbeatable" financial package and future for the historic frigate and the Foudroyant Trust decided that it was in the ship's best interests to remain in the North East.

Teeside Development Corporation and other local authorities in the area are contributing up to £2m. towards the restoration and making a specially-built dry dock available free of charge for up to ten years.

Foudroyant, originally named HMS Trincomalee, was built for the Royal Navy in Bombay in 1817. She sailed more than 100,000 miles to places as far afield as Alaska and the Falklands before becoming a Navy drill ship in the 1860's.

Around the turn of the century she was sold and renamed Foudroyant to become a youth training ship.

Foudroyant served in this role in Falmouth, Milford Haven and finally Portsmouth, where she remained from 1932 until training ceased in 1986 and she was moved to Hartlepool the following year.

Sea King drops in on primary school

THE crew of the Sea King helicopter which crash-landed in the grounds of Pont Henry County Primary School in Wales were given a great welcome when they made a more formal visit to the school.

When the aviators from 826 Naval Air Squadron at Culdrose were invited back by the head teacher and pupils the whole village turned out to see them.

The children sang a song they had made up recalling the day that a helicopter fell out of the sky.

And they then presented the crew with a picture of the school, painted by a local artist, to be displayed in squadron headquarters. The money for the painting was raised from tuck shop profits.

During their visit the crew also presented flowers to the Senior Citizens Home and had a buffet lunch in the community centre.

● A Royal Navy Sea King helicopter assisted in a major rescue operation when the Padstow-registered 60ft beam trawler Grey Flamingo capsized off the Cornish coast after her nets became entangled with those of another boat.

Crewman William Jenkyn, of St Ives, was rescued by the helicopter after nearly 40 minutes in icy seas, but later died. The skipper, Clifford Coutsoubos, of Padstow, went down in the wheelhouse of his boat.

The trawler's two remaining crewmen were picked up by another fishing boat.

Gordon's still in the space race

IN THE race to become Britain's first astronaut Surgeon Lieut-Cdr. Gordon Brooks has had to content himself with a place in the reserves.

He was one of four selected from an original 13,000 candidates who answered an advertisement which read "Astronaut wanted — no experience necessary."

But last month the two Britons chosen to go on to the final stages of training in Moscow were named as Maj. Timothy Mace and research scientist Helen Sharman.

Surgeon Lieut-Cdr. Brooks lost his place during the final medical tests when it was discovered he had inflamed tonsils.

But now they have been removed he's back in the running once again.

For he and fellow reserve, Clive Smith, will have to keep in perfect shape in case anything should happen to Maj. Mace or Helen Sharman.

And their involvement with the Juno Mission continues while they assist in devising a programme of scientific experiments to be carried out during their eight days in space.

However, before they can start work on the experiments they have to master the Russian language.

And while Surgeon Lieut-Cdr. Brooks was laid up in hospital waiting to have his tonsils removed he found plenty of time to work through his "Russian in three months" language book.

Scouse welcome for Liverpool

THE people of Liverpool gave a warm welcome to their namesake ship, the Type 42 destroyer HMS Liverpool, when she sailed up the Mersey for a weekend visit.

Exercising their Freedom of the City, around 100 members of the Liverpool's crew, led by the band of the King's Regiment, marched through the streets of the city centre with bayonets fixed and flags flying.

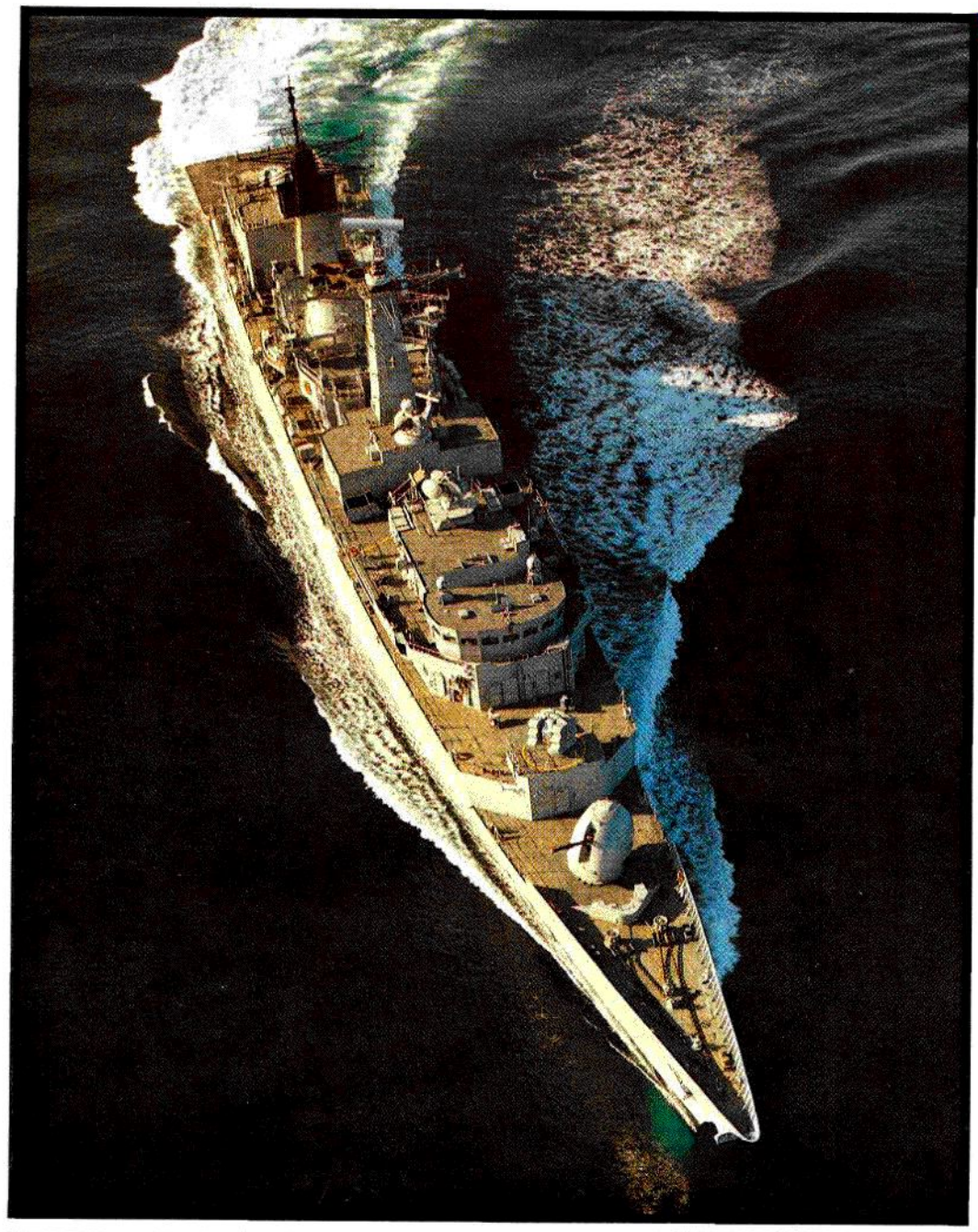
CPO Bob McKinley carried the scroll commemorating the freedom of the city and the salute was taken by Mrs. Dorothy Gavin, the city council's Chairperson, and Cdr. Snelson.

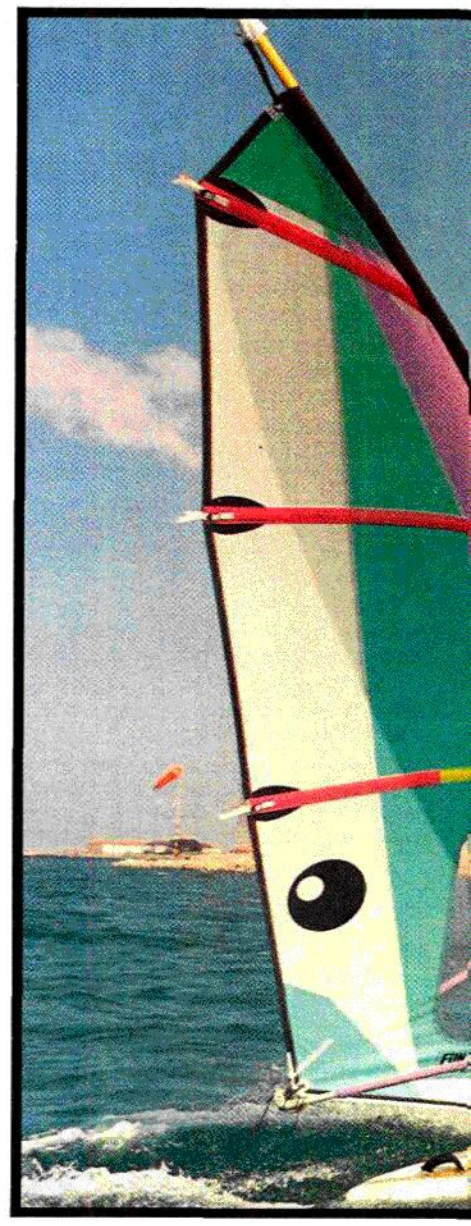
And POMEM Topsy Turner presented a cheque for £700 to the city's Alder Hey Children's Hospital.

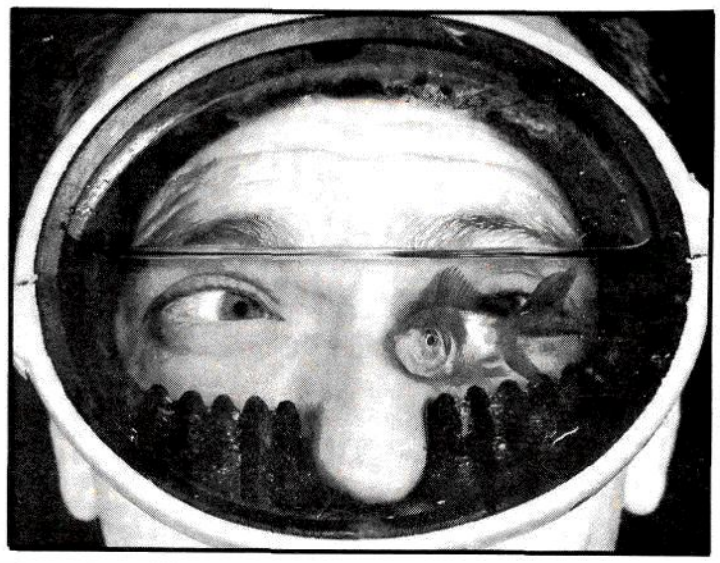
At the end of the visit the Liverpool steamed past the shipyard where the workforce returned the ship's "siren salute" by waving farewell from the slipway where the ship was launched.



PREMIERE PICTURES









THE Peregrine Trophy has been won by the Navy's two-man Photographic section of HMS Rooke, the smallest section ever to take this top award for the Service's professional photographers.

One of the two, LA(Phot) Chris North, also won first prize and a highly commended in the individual colour section. Earlier last year he gained a World's Press Foundation award for the much-admired submarine and dolphins shot which was a prizewinner in the 1988 Navy contest.

His fellow photographer in gaining the Peregrine Trophy for Rooke in the 1989 contest with a splendid portfolio was LA(Phot) Barry Hill. The previous year Rooke were joint runners-up. In the 1989 contest HMS Seahawk and RM Eastney were joint runners-up.

There was a total of nearly 500 entries for the latest competition, drawn from the Navy's uniformed photographers ashore and afloat, home and abroad. These reflected a wide range of naval aspects, but included shots of more general topics too, and quality was again high.

This year saw introduction of the Royal Ordnance award for the best portfolio of Royal Marines in action, and this went to 3 CDO Brigade RM.

Another new section was the People at Work category, which was won by LA(Phot) George Tweedie (HMS Neptune).

Prizes were presented at a ceremony in London by Rear-Admiral H. M. White, Assistant Chief of Naval Staff.



HMS Rooke's two-man Photographic section, LA(Phot)s Chris North (centre) and Barry Hill, receive the Peregrine Trophy at a London presentation from Rear-Admiral H. M. White, Assistant Chief of Naval Staff.

Judges for the competition this year were Capt. Peter Voute, Director of Public Relations (Navy), Mr. Paddy Hicks, chief photographic editor of Universal News Service; and Mr. Paul Gates, editor of Kodak Professional News.

WINNERS

PRIZE list for the 1989 Peregrine Trophy was as follows:

Peregrine Trophy (sponsored by British Aerospace): HMS Rooke; runners-up HMS Seahawk and RM Eastney.

Royal Ordnance award (£300 voucher): 3 CDO Brigade RM — PO(Phot) Brian Jones.

People at Work category: LA(Phot) George Tweedie, HMS Neptune. Sponsors were Durst (UK) Ltd. (£100 cheque) and Solent Audio Visual (photographic books).

Maritime Trophy, sponsored by Maritime Books (£50 cheque and book): PO(Phot) Mike Mitchell, who is now on SD qualifying course at BRNC Dartmouth.

Individual awards:

Colour: 1, LA(Phot) Chris North, HMS Rooke (Kodak Eastman Trophy, £200 cheque and slide projector); 2, LA(Phot) John Parker, HMS Intrepid (Leeds Excellent Trophy and camera, sponsored by Leeds Camera Centre); 3, PO(Phot) Steve Newbury, HMS Seahawk (flash gun, sponsored by Hasselblad); 4, PO(Phot) Don Sidebottom, HMS Invincible (£100 voucher from A. H. Leach Ltd.).

Highly commended were LA(Phot) Chris North and LA(Phot) Matt Wellings, HMY Britannia.

Black and white: 1, LA(Phot) Jon Garthwaite, HMS Neptune (camera supplied by De Vere Ltd.);, 2, LA(Phot) John Parker (camera sponsored by Nikon); 3, LA(Phot) Phil Ball, HMS Gannet (studio flash outfit sponsored by KPL Ltd.); 4, LA(Phot) Phil Ball (£150 cheque sponsored by Ilford Ltd.).

Highly commended were LA(Phot) Graham Meggitt, HMS Drake, and LA(Phot) Peter James, HMS Neptune.

Pictures: Clockwise from top left:

● **A STRIKING aerial view of the new T frigate HMS Cumberland operating off p won the Maritime Trophy for PO(Phc Mitchell.**

● **WE'VE *heard of fun in the sun, but this lo* Blues on the briny. A sailor windsurfs in unf Gib. to provide an unusual shot by LA(Pht North for HMS Rooke's prizewinning pct**

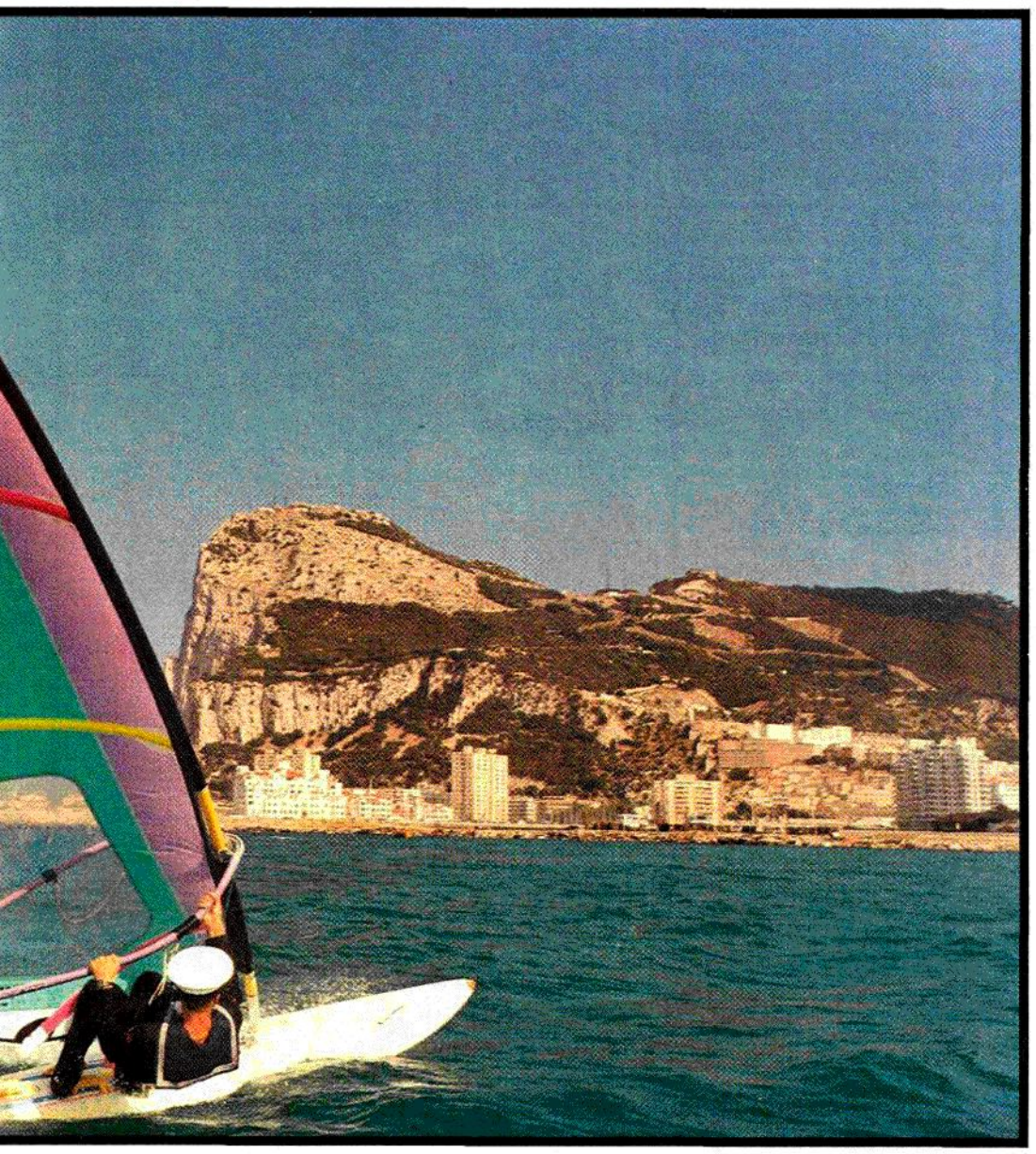
● **TRACER shells from a rapid-firing 30m range cannon on board HMS Intrepid po spectacular display during a live firing exe dusk. The picture gained LA(Phot) Johr second prize in the colour section. He as second in the black and white.**

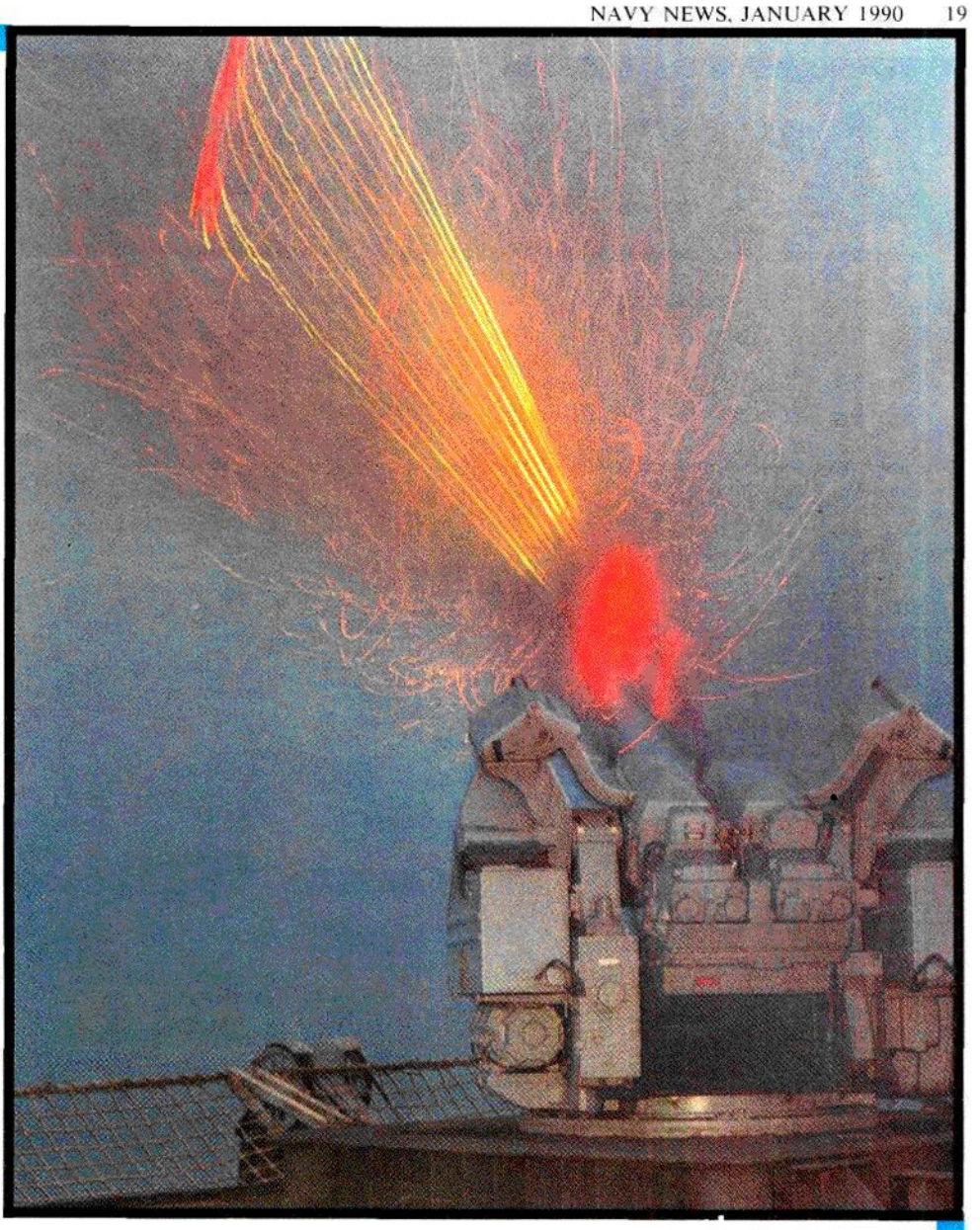
● **WINNING shot in the black and white se the patrol submarine HMS Ocelot, caught f from the camera of LA(Phot) Jon Garthw**

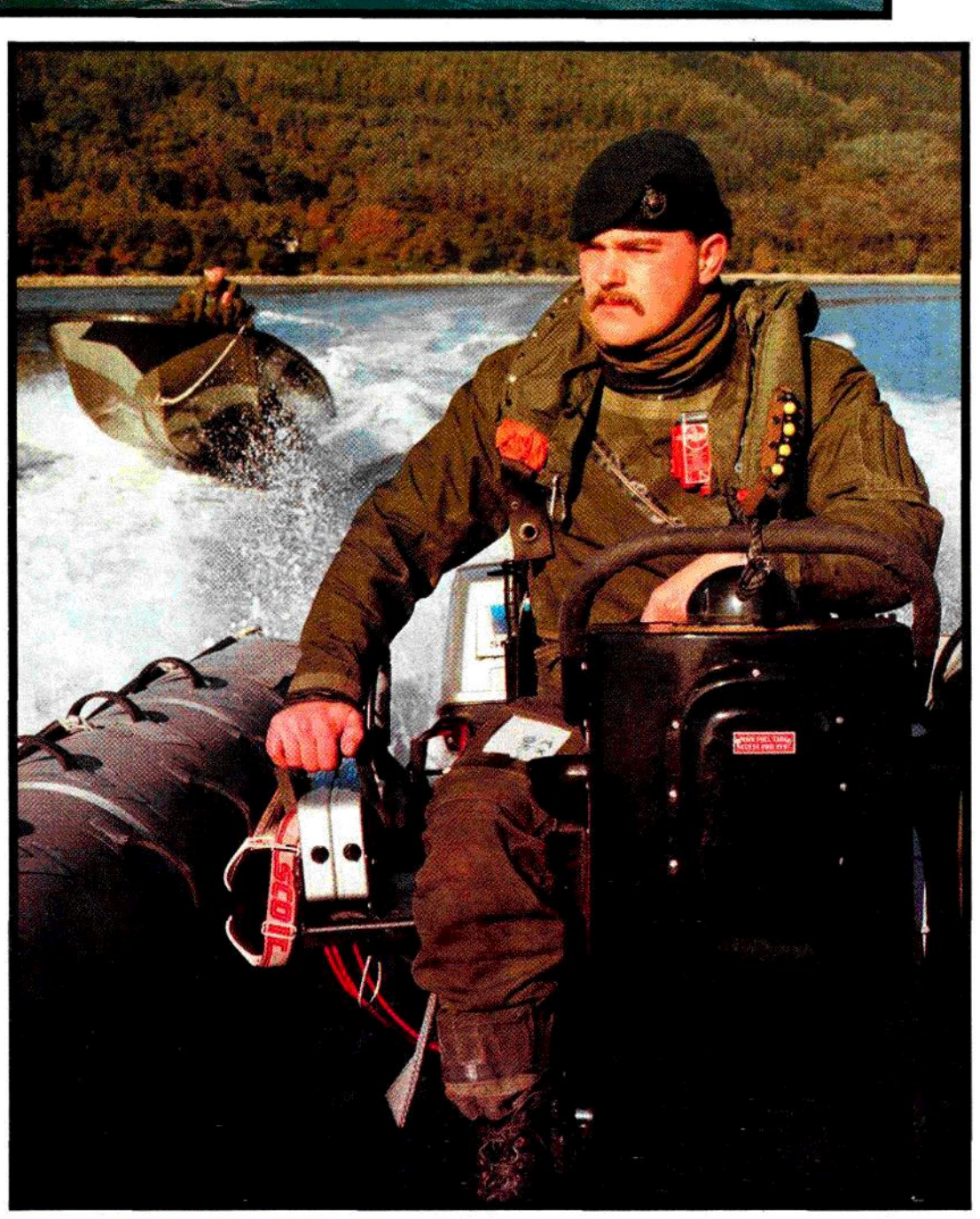
●**A SHOT of Royal Marine Commandos pa the Gareloch won the People at Work categ LA(Phot) George Tweedie, of HMS Nept**

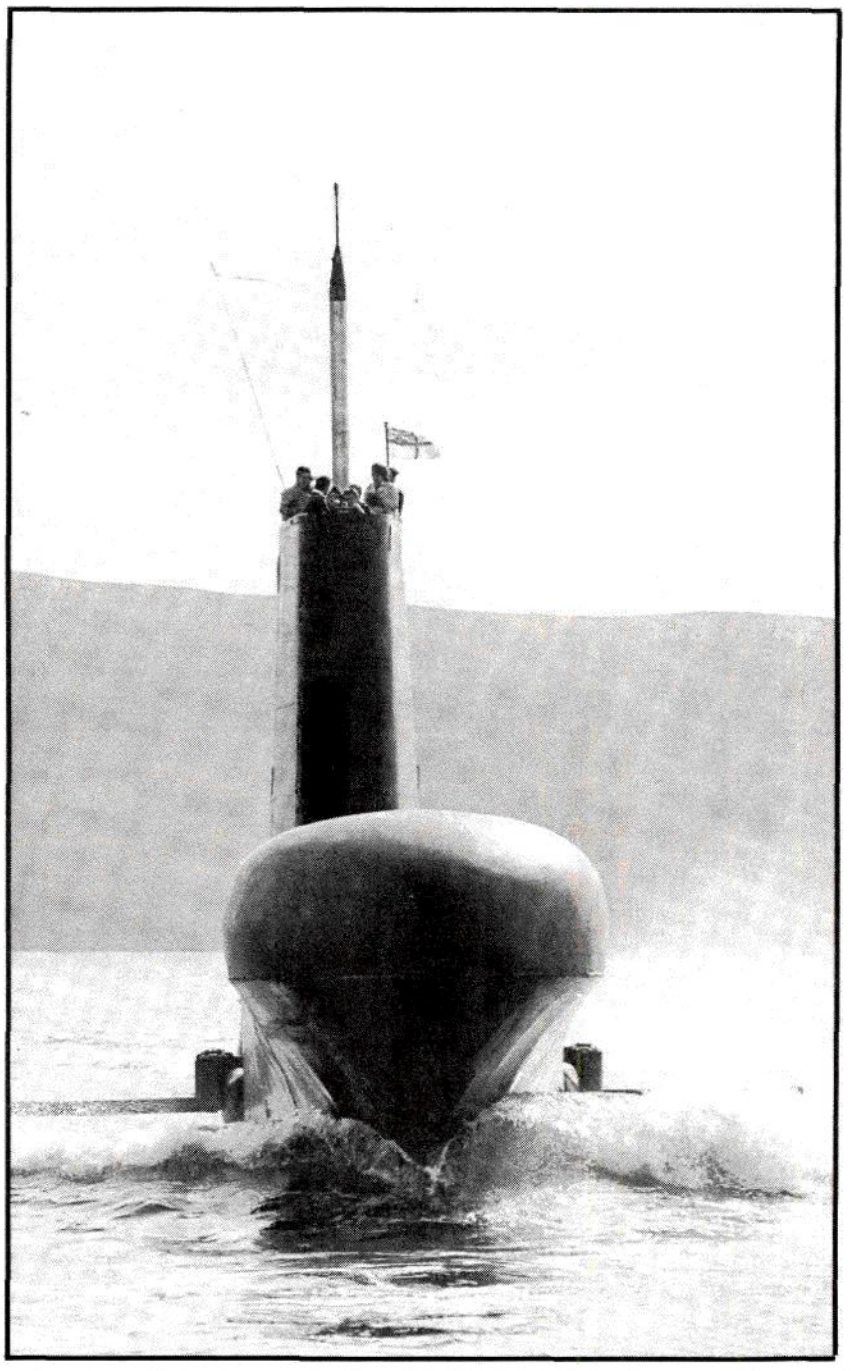
● **"IT'S for You": A view of Flag Officer Yachts (Rear-Admiral John Garnier) and nav officer Cdr. Peter Hughes during the bett HMY Britannia gained a highly commend LA(Phot) Matt Wellings.**

● **SO that's what you call a fish-eye le amusing — and highly commended shot- LA(Phot) Graham Meggitt.**









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Dryad scales the heights

SINCE the Royal Marines School of Music Relief Fund was set up money has been pouring in to help the relatives and dependants of those who died in the bomb blast.

Officers from **HMS Dryad,** the School of Maritime Operations, went 'over the top' with their course administrator, Third Officer Chris Mayoh.

For the six Sub-Lieuts., currently on the Officer of the Watch course, made 140 sponsored descents off the sheer face of Cunningham Building at HMS Dryad.

Their abseiling attempt of 11,198ft. equalled the combined heights of Scafell Pike, Ben Nevis and Snowdonia, the three highest peaks in Britain, and raised £500 for the appeal.

□ □ □

TV personality Anneka Rice will tackle any kind of challenge and so turned up at a concert at Ferneham Hall held by the **Band of the Royal Marines.**

She was there to find the winner of a lottery set up to raise more money for the fund.

Organised by three members of the Eastney-based band, Cpls. Mark Welstead, Roy Hallin and Bob Scarett, the lottery raised in excess of £10,000.

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The Permanent staff instructors of **HMS Caroline,** the Ulster Division Royal Naval Reserve headquarters, raised £1,630.35 for the Deal victims with a charity horse racing evening, held on October 28, the 325th anniversary of the Royal Marines.

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Staff at **Whale Island** and Peter Dominic, of London Road, Portsmouth got together to ensure they were the first to receive this year's Beaujolais Nouveau.

A competition was organised to guess the time of the arrival at Whale Island.

And when it was finally delivered at 0758 it was accompanied by Mr Peter Wakeman who was suitably dressed in the uniform of the French Foreign Legion.

After tasting at the weekly Heads of Departments meeting the case of wine, kindly donated by Peter Dominic, was auctioned for charity.

And together with the competition the event raised £100.

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A Sod's Opera, organised during **HMS Intrepid's** recent deployment in the Mediterranean raised £500 for the appeal.

And further rousing performances by Mne. Jones and his band Earth, Wind and Fire, Fire, Fire raised the final total to £1,200.

'Defiant drop' by three red devils

THREE Wrens were left dangling in mid-air recently in an attempt to raise funds for the victims of the Deal bombing.

Wren WTRs Joanne Peet and Claire Munsey, of Second Marine Squadron, HMS Defiance, and ALWren WTR Sue Groves, now of Dauntless Squadron, HMS Raleigh, took part in a sponsored parachute jump.

After a day's training at Dunkeswell, near Exeter, the plucky trio floated back down to earth without a problem.

And the money raised, which totalled £143, was presented to the FO (Plymouth) RM band at a concert in aid of the Relief Fund.



Band plays on

MORE than £7,000 was raised for the Royal Marines School of Music Relief Fund at an entertainments night held at the NAAFI Sword and Wheel Club, RAF Northholt, Middlesex.

Royal Marines bandsmen organised an evening of music and fund-raising, compered by comedian Roy Castle, for the victims and families of the Deal bombing.

Sgt. Bill Walton, Royal Marines bandsman and organiser of the event, said: "We thought the best way to raise money was to do what we, and our colleagues at Deal, do for a living — play music and entertain people.

"The response was staggering, from NAAFI staff donating their evening's wages, to local residents, shops and celebrities giving prizes."

Credit card donations for the Royal Marines School of Music Relief Fund can be taken on 0304-360000, or cash and cheques at any Barclays Bank.

BILL'S MARATHON EFFORT

WHEN ex-Royal Navy and Merchant Seaman Bill Wright took part in the Gosport Half Marathon he didn't expect to break any records.

But walking with the aid of crutches, Bill covered the distance of just over two miles in 1hr. 40mins., beating his previous time of two hours.

Bill, now a day-patient at the Royal Star and Garter Home, in Richmond, was struck down with the nerve-paralysing disease Guillan Barre Syndrome in 1985.

He was totally paralysed and could only breath with the aid of a ventilator.

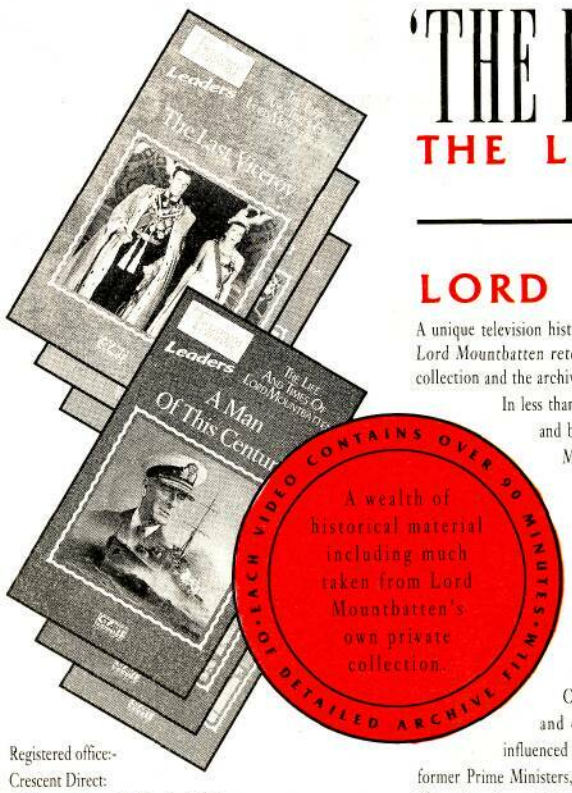
But he has courageously fought his way back to a remarkable recovery and now plans to continue his work as a specialist solicitor in Maritime Law.

There were further treats in store for residents of the Royal Star and Garter home when the England rugby XV visited service veterans.

Many of the residents are keen supporters of the game and when captain Will Carling and the team arrived they presented the home with a signed rugby ball which was auctioned at the Winter Ball to raise funds.

The Royal Star and Garter Home was opened in 1916 and provides accommodation for veterans of both world wars as well as from Northern Ireland.

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A wealth of historical material including much taken from Lord Mountbatten's own private collection.

EACH VIDEO CONTAINS OVER 90 MINUTES OF DETAILED ARCHIVE FILM

'THE LAST VICEROY'
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of
LORD MOUNTBATTEN

A unique television history of the 20th Century, now presented on video, in which Lord Mountbatten retells his life story using historical material from his own collection and the archives of the world.

In less than 70 years the boy who was born Prince Louis of Battenberg, and became known to the world as Admiral of the Fleet, the Earl Mountbatten of Burma, has seen and been part of far reaching changes in life and technology. It is this tremendous sweep of international events and changes that has been recaptured in this series. There have been several outstanding television series about remarkable men, but this series, now on video for the first time, is unique. The production team, including Lord Mountbatten, revisited many of the localities in which his career was formed - Malta, Burma, Ceylon, Singapore and India. Contributions have been filmed from many of those whose lives and duties influenced those of Lord Mountbatten, or were influenced by him. They include the Duke of Windsor, Prince Philip, six former Prime Ministers, General Eisenhower and other key figures in world history. The series also contains a wealth of historical material selected from the archives of the world, including much from Lord Mountbatten's own private collection.

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Country club signing



LEISURE facilities for Servicemen and women and their families will soon be available in Saltash thanks to the signing of the contract for the construction of the China Fleet Country Club.

Designed by MWT Architects, the 177 acre site on the west bank of the Tamar will offer holiday accommodation all the year round with golf, tennis, swimming and other sports as well as play facilities for children.

The Plymouth-based contractor Dudley Coles Ltd. expect the complex to be open for business in May 1991.

Funding for the club has been provided by active Sevicemen and women of the Royal Navy and Royal Marines thanks to donations from the China Fleet Club in Hong Kong.

And amongst those who witnessed the official signing were Chief Wren Hackett, WO Crawley, Robert Whitemore, managing director of Dudley Coles, Vice-Admiral Sir Robert Gerken and lead consultant of MWT Architects, John Warren.

WHAT THE VALET SAW

FEW men who joined the Royal Navy to see the world can have seen quite as much of it as CPO William Evans during his decade in the service of Mountbatten.

Steward Evans was poached from the Royal Yacht Britannia by Mountbatten and appointed Head of his Naval Retinue when Lord Louis became Chief of the UK Defence Staff.

For the next ten years the author remained just a footstep away from Mountbatten as he travelled from Balmoral to Bangkok, taking part in the great ceremonies of state, parleying with world leaders and representing the Crown.

It was all a long way from Evans' humble background and the book conveys his pride at being admitted to such elevated circles.

But although the events took place in the 1960s, they smack of an earlier era altogether: a time when people knew their place and men like Lord George Brown did not have the audacity to become Foreign Secretary; a time before VIPs intruding in paradise on earth were jostled by package holiday makers.

With only 12 minutes set aside for Mountbatten to bathe and change, it was in the cause of efficiency that Evans should test the bathwater with a special thermometer before his gentleman stepped in — but it's redolent of "Upstairs, Downstairs" all the same.

The author describes a "charming" Christmas scene at Broadlands as staff and tenants filed past the assembled Mountbatten clan. Did they tug their forelocks?

One cannot help but admire Mountbatten's ability to get things done, but his efficiency seems to have been counterbalanced by egotism.

Here was a man who instructed his house guests in how to eat pears and strawberries!

Tireless himself, Mountbatten would brook no weakness in his staff. Apparently, he sensed Evans was on the verge of a breakdown, but did nothing to avert the danger. Where is the efficiency in losing so loyal and able a right-hand-man for want of giving him a holiday? But Evans doesn't mean to bleat.

Ever forgiving of his "betters", he can laud the magnificence of the presidential palace in Delhi only pages before he lambasts Haile Selassie's ostentation.

He tells us without irony that the fox-hunting Royals take part "for the pleasure of the riding and the exercise. They never participate in any way in the killing of a fox".

***My Mountbatten Years — In the Service of Lord Louis* is as revealing of its author as of Mountbatten, but none the worse for that. An entertaining read, it is published by Headline at £11.95 hardback.**

L.C.

Cromer plated history

ONE of the new Sandown Class minehunters is to be the Royal Navy's third Cromer.

Her equipment will be of the latest sophistication — an advance on the standard Oropesa gear borne by the previous Bangor class Cromer.

But this was made redundant when she was carrying out a number of sweeps one day in 1941. An unknown but menacing object which came to the surface was identified after consultation with HMS Vernon as one of the new magnetic mines.

In order to recover it intact for inspection the First Lieutenant donned his bathing trunks and secured a line round the offending object, which the Cromer then successfully towed into Blackgang Chine, Isle of Wight.

Local writer Adrian Vicary describes her role, her battle honours at Diego Suarez and her tragic loss in a minesweeping operation off Mersa Matrah in November 1942 in *HMS Cromer — The Story of the Town's Namesake Ships in the Royal Navy.*

Amounting to less than 50 pages, this book is nevertheless beautifully written and lovingly compiled, a delightful vignette of wartime service, enlivened with humour and the reminiscences of members of her ship's company.

It is published by the author and may be obtained by writing to A. Vicary, 8 Jetty Street, Cromer, Norfolk NR27 9HF — prices £3.50 plus 50p postage and packing.

RW

NN At Your Leisure NN

Unfolding of U-boat wars

"THE U-boat wars were not really submarine warfare at all; they were fought by submersibles — torpedo boats with the power to dive."

Distinguished military historian John Terraine sees the period of 'unrestricted' submarine warfare from 1916-1945 as one unity, a unique period of technological and scientific advance where the grim and testing conditions called for the utmost courage and endurance of boats' crews on both sides. Nothing quite like it will ever be seen again.

What surprised him in his study of the subject, which has resulted in his magnificent new book **Business In Great Waters — The U-Boat Wars 1916-1945,** was how tightly the U-boats were locked to the surface, and he concludes that this was what ensured their downfall in most cases.

He concludes: "For as long as the people of the British Isles depend on the men who go down to the sea in ships to do business in great waters the story of how the U-boats were defeated will deserve to be retold."

In this book John Terraine succeeds triumphantly with an in-depth but immensely readable analysis, helpfully cross-referenced, indexed and nicely illustrated.

He describes the action at sea and in the air and sets it in the appropriate political, military and technological contexts. He discusses the controversial role of the convoy and plots the fascinating 'chess game' of the intelligence war in which Britain held the strongest pieces.

The U-Boat War In The Atlantic 1939-1945 published by HMSO for the Ministry of Defence, is a post-war analysis compiled from war diaries and other primary sources of the German Navy. It was mainly written by Gunter Hessler, a former U-boat commander and the son-in-law of Admiral Dönitz.

The work, requested by the Admiralty and originally a classified document, comes in a facsimile edition complete with colour diagrams of U-boat ops and a record of damages inflicted and received. From these the whereabouts of any particular U-boat on any particular day may be plotted.

This important reference source covers aspects of strategy, intelligence, tactics and weapons from the German viewpoint. As the publishers point out, the reader can combine a sense of being in the German war rooms with the comfortable benefit of hindsight!

(Business In Great Waters published by Leo Cooper, price £19.50. The U-Boat War In The Atlantic 1939-1945 published by HMSO Books in a boxed edition price £30). ***RW***

TOOLS FOR THE JOB

BASED on the first uncensored editions of Jane's to be published after the close of the Second World War, two new hardbacks give a comprehensive coverage of the ships and planes that took part.

***Jane's Fighting Ships of World War II* (foreword by Antony Preston) and *Jane's Fighting Aircraft of World War II* (foreword by Bill Gunston) each has over 1,000 entries, the former reviewing 39 navies and the latter the airpower of 68 countries.**

Photographs, line drawings and data tables illustrate both volumes. Published by Bracken Books, each costs £14.95.

DYING TO DETECT HIS OWN MURDER

GRABBING the attention from its opening scene, the first of this month's 16mm releases is *D.O.A.*, a whodunnit.

Midnight. A dishevelled man staggers along wet, deserted streets and into a police station. "Wanna report a murder," he gasps. "Yeah, who got murdered?" asks the bored desk sergeant. "I did," comes the reply.

Eventually we learn that the man (Dennis Quaid) has a lethal dose of slow-acting poison in his system, and the film tells how he spends his few remaining hours trying to discover who has done this dreadful thing to him.

A remake of a modest 1949 black-and-white thriller, this version is given the works in terms of state-of-the-art, razzle dazzle visual technique by directors Morton and Jankel, makers of the Max Headroom series and numerous pop promos.

Charlotte Rampling, in femme fatale mode, and Meg Ryan, bright-eyed and all-American, respectively hinder and help the stricken Quaid during the course of this hyper-active movie.

Time travellers

For the most part *Millennium* ignores the dizzying paradoxes inherent in the concept of time travel and treats the whole business in a matter of fact way. People journey back to the past as we today might take a trip to Bognor Regis.

The film proposes that snatch squads from the future are at work among us, replacing the dwindling population of their own epoch.

Not to cause a "timequake", they may only kidnap people about to die, i.e. passengers on doomed airliners. Grizzled Kris Kristofferson is the crash investigator who realises something is amiss, Cheryl Ladd is the beguiling representative of things to come.

It's a comforting thought, should one be overflying the Atlantic in a bumpy Hercules, that Ms Ladd might any moment come shimmering through the time barrier and bear one away.

Screen Scene

***The 'Burbs* introduces the Klopeks to the sort of contented community beloved of TV soap operas, where no-one ever seems to go to work and everyone has constant access to everyone else.**

The Klopeks not only refuse to have anything to do with their neighbours, they don't even sweep the front yard! The effect is as if Steptoe and Son had moved to Knots Landing.

Soon the fastidious urbanites are being driven to the outer edges of paranoia by the uncommunicative newcomers. Tom Hanks and Bruce Dern give marvellous comic performances as the leading Klopekophobes in this offbeat satire.

Recent video releases include *The Adventures of Baron Munchhausen,* in which the legendary Baron rides a cannonball, visits the Man in the Moon (played by an uncredited Robin Williams) and descends into a volcano, where he finds Oliver Reed with an "Ee bah goom" accent. Sarah Polley appears as the most likeable, unsentimental child within recent cinematic history.

Likewise unsentimental, despite first appearances, is *A Summer Story,* in which a city gent falls in love with a farm girl, then panics as he sees the class gulf yawn between them.

The film is set in high Edwardian summer, with the characters all unaware that it's coming up to closing time in the gardens of the western world. The final scene, a sort of p.s. after the slaughter is over, is of considerable poignancy.

— Bob Baker

FOREIGN FORCES TAKEN APART . . .

DETAILED analysis of Soviet submarine development since the Second World War is provided by John Jordan in **Soviet Submarines — 1945 to the present.**

The Soviet Navy has produced more submarine types during this period than any other navy. All major classes are covered in the book, which contains 150 black and white photographs and detailed line drawings. Published by Arms and Armour Press, it costs £25.95 hardback.

Soviet Navy at War 1941-1945 by Przemyslaw Budzbon is one of four new titles in Arms and Armour Press' Fotofax series, designed with modellers in mind, priced at £4.95 softback, the books include photographs, data and line drawings.

Other new titles are **US Strategic Air Power; Europe 1942-1945** by Roger A. Freeman, **Jaguar** by Michael J. Gething, and **German Battleships 1897-1945** by R. A. Burt.

Sailing: plain & fancy!

LOOKING down the muzzle of a Soviet gun might well be the expectation of any yachtsman straying too far during a Baltic cruise.

But not so . . . not since glasnost. To prove the point we now have a book, the like of which could not have been imagined only a few years ago.

Roger Foxall's **Sailing to Leningrad** (Grafton, price £16.95) is an account of a Baltic voyage embracing Estonia, Latvia, Poland and Russia itself.

The Brits aboard the yacht Canna certainly encountered "an array of characters and quirky officials," but they also enjoyed the camaraderie of fellow yachtsmen, as well as the fascinating landscapes and enthralling architecture.

Anyone wishing to emulate Mr Foxall and his crew might have time to delve into a useful collection of new boating books now available.

Singlehanded Sailing was first published in 1976, but much has happened since then, and Richard Henderson's work has now been brought up to date to cover the whole spectrum from coastal pottering to ocean travelling.

The author is an authority on his subject and his work, published by Adlard Coles at £17.95, is a must on the sailor's bookshelf.

For those undeterred by storm horrors on the high seas, another useful Adlard Coles product is **World Cruising Survey,** by Jimmy Cornell (price £17.95).

In this volume nearly 200 owners and crews of deep-sea cruising yachts give their opinions on a wide variety of subjects — including educating the children en route. It is all very valuable to those who succeed in making their dreams come true.

Part of the stuff that dreams are made of nowadays is highly electrified, introducing the new art of pressing buttons.

For the seas around the United Kingdom a great many yachtsmen will be using a similar gadget and will welcome **Using Your Decca,** by Pat Langley-Price and Philip Ouvry (Adlard Coles, price £6.95). They give valuable aid in simplifying the mystique of electronic aids to navigation.

For the world traveller there is Mike Harris' **Astro Navigation by Pocket Computer,** also published by Adlard Coles (price £7.95).

The ancients managed to find their way around by using the stars, but it can be a lot easier now with little "magic boxes."

The yachtsmen still thirsting for knowledge will find a thousand things he had never heard of in **Seas and Oceans,** a reference dictionary published by Collins (price £5.95). ***DO***

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BOOKS. Send for our list of used and antiquarian NAVAL BOOKS. N. Fisher Nautical, Huntswood House, St. Helena Lane, Streat, Hassocks, BN6 8SD, Sussex.

"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES, Roll on my dozen!" S.A.E. details: Douglas House, Boscawetha, Penmarth, Carnmenellis, Nr. Redruth, Cornwall, TR16 6NX.

Notice Board

Swop Drafts

LS(S) Needham, 184P/2016 trained, HMS Dryad, drafted HMS Ark Royal end of Jan. Will swop for any Portsmouth ship or Plymouth seagoing ship. Contact Portsmouth 677426.

POAEA (WL) Forrester, 845 Squadron, RNAS Yeovilton, ext 6670/5, drafted HMS Daedalus, AES, April. Will swop for any Portland, Yeovilton or ASE billet.

AB(R) Wiltshire, 3P Mess, HMS Exter. Will swop for any Portsmouth shore base or ship in refit, not deploying.

AB/M Purvis, One Mess, HMS Hecla, drafted HMS Defiance, Jan. Will swop for any Portland billet.

LMEM(M) Bullard, 3K Mess, HMS Danae. Will swop for any Type 21 frigate, deploying or not, or any Devonport sea going ship.

AB(R) M. Speakman, Buffers Store HMS Nelson, ext 24883, (CAAIS trained), drafted HMS Sirius, Feb, refitting Devonport. Will swop for any Portsmouth ship or shore base.

AEM(WL) Wickerstaffe, RNAS Culdrose, ext 5131, drafted HMS Illustrious, March, refitting Portsmouth. Will swop for any Culdrose draft.

WEM(O) Fairfield, HMS Defiance, ext 65447, drafted HMS Hurworth, April. Will swop for any Plymouth ship.

MEM(M) McClenaghan, (Scale B), 3N Mess, HMS Newcastle, deploying April to August. Will swop for any ship not deploying or shore base.

WTR M. D. Trainor, HMS Avenger, deploying April six months. Will consider any draft other than ship deploying (ERD Oct 1990).

LMEM(M) Gallagher, HMS Cochrane, Rosyth Dockyard ext 4301, drafted HMS Invincible, March. Will swop for any Rosyth ship.

LRO(G) A. W. Prior, Drafted HMS Battleaxe May 90. Will swop for any Rosyth-based ship. Contact Gib. Naval Base, ext 5028.

AB(R) McKenzie, Nav. Yeo. 3D Mess, HMS Avenger, deploying April 1990. Will swop for any Plymouth-based ship not deploying.

AB(S) Stanton, HMS Avenger, deploying April. Will swop for any sea-going ship not deploying.

AEM(WL) Tait, 810 Squadron,. RNAS Culdrose, drafted to 849 'B' Flight July. Will swop for 819 Squadron.

RS R. Tansey, HMS Intrepid. Will swop for Rosyth billet.

AB(R) S. McKenzie, 3D Mess, HMS Avenger, Nav Yeo, deploying April/May. Will swop for any Plymouth non-deploying ship.

LSA Bainbridge, Main Stores, HMS Seahawk. Will swop for any shore draft, not south west area, preferably Faslane, but all areas considered.

STD W. A. Russell, HMS Campbeltown. Will swop for any ship, Portsmouth or Devonport in refit or not deploying.

LWEM(R) Pinfield, UAA1 trained, HMS Ambuscade, deploying end of Jan. Any draft considered.

LRO(G) Gough, HMS Fearless, refitting Devonport until March. Will consider any Portsmouth frigate or destroyer (ICS2 fitted) deploying or not.

WEM(R)I D. G. Cannon, c/o RA's Box, HMS Rooke, with 17 months left in Gibraltar. Will swop for Whitehall or Northwood draft.

SA Flint, FMG, HMS Osprey, drafted RFA Argus, Jan. Will swop for any ship deploying.

LWEM(O) D.C. Lewis, Portsmouth Dockyard, ext 41953 before 1600hrs. Drafted HMS Cumberland, May. Any draft considered.

RS Walker, Kelly Squadron, HMS Mercury, ext 351. Will consider any swop.

LS(M) P. A. Williams, (Seawolf) HMS Charybdis, deploying Jan. Will swop for any shore base or ship not deploying, preferably Portsmouth.

LRO(G) M. McKenna, Rosyth, ext 2805, drafted HMS Intrepid, Jan. Will swop for any Rosyth ship.

WRO1 T. E. Carty, Northwood, ext 5641/5640, drafted Commcen Whitehall March. Will consider anywhere.

POWEA(OC) T. Calcott, Support Office (WE) HMS Defiance, drafted HMS York, March. Will swop for any Plymouth or Portsmouth ship.

LS(R) Graham, CAAIS trained, HMS Broadsword. Will swop for any shore base, Plymouth area or any ship not deploying or in refit, 1990.

WRO1 D. Connor, 'A' Watch, Commcen, Northwood, ext 5501. Will swop for any Scottish draft. preferably Faslane.

AB(S) D. Winter, Rose Cottage, Fast Boats, HMS Osprey, 2016 trained, due on 2050 PST course, Jan 15. Will swop for any Rosyth ship not deploying. Contact Portland Fast Boats ext 2363.

WTR C. Cleary, Mount Wise, Ext 3482, drafted FOF1, May. Will Swop for any ship deploying or not, Devonport.

WRO1 K. Webb, FOSNI Commcen, Pitreavie, ext 252, drafted CTF 345, March. Will swop for any billet, preferably Faslane.

POAEM(M) Taylor, MARTSU, ext 4397. Will swop for any Portland air station.

LRO(G) Walls, 2D Mess, HMS Avenger. Will consider any draft.

LS(M) Croucher, 5Ws 22(B) trained, HMS Dryad, ext 4562, drafted HMS Cleopatra, Feb. Will swop for any Portsmouth ship deploying or not.

LRO(T) Greening, Commcen, Yeovilton, ext 6116, drafted HMS Jupiter, April, deploying May. Will swop for any Devonport ship, anything considered.

LRO(G) A. W. Prior, Drafted HMS Battleaxe May 90. Will swop for any Rosyth-based ship. Contact Gib. Naval Base, ext 5028.

LRO(G) Grant, HMS Fearless, refit Devonport until March 1990. Will consider any Devonport-based Frigate.

Ck McCanny, HMS Bristol, will swop for any Portsmouth-based ship in for refit or not deploying.

Points Leaders

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at December 1, 1989.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during November.

PO(EW)/RS(W) — Int (30.9.88), Nil; **LS(EW)/LRO(W)** — Dry, Nil; **PO(M)** — Int (17.3.89), 1; **LS(M)** — Int (9.6.89), 6; **PO(R)** — Int (11.12.87), 1; **LS(R)** — Dry, 5; **PO(S)** — Dry, Nil; **LS(S)** — Int (9.6.89), 6; **PO(D)** — Int (29.9.89), 4; **LS(D)** — Int (19.6.87), 1; **PO(MW)** — Dry, Nil; **LS(MW)** — Dry, Nil; **PO(SR)** — Int (9.6.89), 1; **LS(SR)** — Int (9.6.89), Nil; **PO(SEA)** — Int (17.6.88), 3; **CY** — 98, Nil; **LRO(T)** — Int (8.12.87), 6; **RS** — Int (29.9.87), 3; **LRO(G)** — Int (14.3.89), 8; **POPT** — 465, 1; **RPO** — 201, 2.

POMEM(L)(GS) — Int (6.12.88), 4; **LMEM(L)(GS)** — Int (6.12.88), 11; **POMEM(M)(GS)** — Int (16.6.87), 8; **LMEM(M)(GS)** — 79, 31; **POWEM(O)(GS)** — Dry, 3; **LWEM(O)(GS)** — Int (20.12.88), 9; **POWEM(R)(GS)** — Dry, 11; **LWEM(R)(GS)** — Dry, 13; **POCA** — Int (20.10.88), Nil; **LCK(CA)** — 160, Nil; **POCK(GS)** — Int (16.6.87), Nil; **LCK(C)(GS)** — 184, 2; **POSTD(GS)** — 429, 6; **LSTD(GS)** — Int (16.2.88), 8; **POSA(GS)** — 221, 2; **LSA(GS)** — Int (23.6.88), 3; **POWTR(GS)** — Int (26.10.88), 6; **LWTR(GS)** — Dry, 6; **POMA** — 291, 3; **LMA** — Int (11.7.89), 3.

PO(S)(SM) — Dry, 1; **LS(S)(SM)** — Int (8.6.88), 1; **PO(TS)(SM)** — Dry, Nil; **LS(TS)(SM)** — Dry, 1; **RS(SM)** — 102, 1; **LRO(SM)** — Int (6.12.88), 2; **POMEM(L)(SM)** — 265, 1; **LMEM(L)(SM)** — Int (21.8.87), 4; **POMEM(M)(SM)** — 464, Nil; **LMEM(M)(SM)** — 216, Nil; **POWEM(O)(SM)** — Int (1.3.88), Nil; **LWEM(O)(SM)** — Int (15.12.87), Nil; **POWEM(R)(SM)** — Dry, 1; **LWEM(R)(SM)** — Int (1.12.87), 2; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 144, Nil; **LSA(SM)** — Dry, 3; **POWTR(SM)** — Int (26.3.88), Nil; **LWTR(SM)** — Dry, Nil; **POCK(SM)** — Dry, Nil; **LCK(C)(SM)** — 285, Nil; **POSTD(SM)** — Int (20.10.88), Nil; **LSTD(SM)** — 146, Nil.

POA(AH) — 268, Nil; **LA(AH)** — 482, Nil; **POA(METOC)** — 464, Nil; **LA(METOC)** — Dry, Nil; **POA(PHOT)** — 969, Nil; **POA(SE)** — 122, Nil; **LA(SE)** — Int (30.9.87), Nil; **POACMN** — 456, 2; **POAEM(M)** — Int (5.11.87), 6; **LAEM(M)** — 385, 7; **POAEM(R)** — Int (3.3.88), 3; **LAEM(R)** — 276, 3; **POAEM(WL)** — Int (5.11.87), 3; **LAEM(WL)** — 424, Nil.

POWREN(R) — 496, Nil; **LWREN(R)** — 193, 1; **POWREN(RS)** — Int (29.9.87), 2; **LWREN(RO)** — 157, 2; **POWRENPT** — Int (9.6.87), Nil; **RPOWREN** — Int (8.11.88), Nil; **POWRENCK** — Int (16.2.88), Nil; **LWRENCK(C)** — Dry, Nil; **POWRENSTD** — 292, Nil; **LWRENSTD** — 339, Nil; **POWRENSA** — 213, Nil; **LWRENSA** — Int (20.10.88) Nil; **POWRENWTR** — Int (3.6.88), 1; **LWRENWTR** — Dry, 2; **POWRENWTR(G)** — Int (25.5.88), Nil; **LWRENWTR(G)** — Dry, 2; **POWRENMETOC** — Dry, Nil; **LWRENMETOC** — Int (19.2.88), 1; **POWRENPHOT** — 514. Nil.

POWRENAEM(M) — 284, Nil; **LWRENAEM(M)** — 826, Nil; **POWRENAEM(R)** — Dry, Nil; **LWRENAEM(R)** — Int (25.3.88), Nil; **POWRENAEM(WL)** — Int (30.6.88), Nil; **LWRENAEM(WL)** — Int (11.3.88), Nil; **POWRENETS** — 137, 1; **LWRENETS** — Int (6.10.88), 2; **LWRENTEL** — 803, Nil; **POWRENWA** — Int (21.6.88), Nil; **LWRENWA** — Int (7.9.86), Nil; **POWRENDHYG** — 216, Nil; **POWRENDSA** — Int (20.2.89), Nil; **LWRENDSA** — Int (17.6.87), Nil; **POEN(G)** — 714, Nil; **LEN(G)** — Int (20.10.87), 3; **PORGN** — Dry, Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Int (25.11.89), Nil; **POWREN MT** — 394, Nil; **LWREN MT** — 373, Nil; **POWREN TEL** — 860, Nil.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in December:

OPERATIONS BRANCH (SEAMAN GROUP)

To CWREN(OPS)(R) — J. Utley (Univ. RNU London).

(COMMUNICATIONS GROUP)

To CRS — C. D. Knott (ACE NRGN Denmark), P. Udy (COMCEN Whitehall), M. J. Audus (Mercury).

To CWREN RS — A. Hill (SHAPE Belgium).

To CWREN TEL — S. J. Cradock (Warrior).

MARINE ENGINEERING

To CMEM(M) — M. K. George (Hermione).

SUBMARINE SERVICE

To CPO(UW)(SM) — D. Hayhurst (Odin).

To CRS(SM) — T.O. Moultrie (Renown Port).

SUPPLY AND SECRETARIAT

To CPOWTR — J. M. Neilson (CINCNAVHOME), M. S. Geddes (Collingwood).

To CPOSA — D. V. Pickett (Ark Royal), W. J. McGrath (Exeter), G. P. Cooper (Sultan), R. N. Webley (Leander refit gp), I. M. Gladman (RNAS Yeovilton), B. R. Evans (Gloucester), R. J. Clarke (ACE SRGN Italy).

To CPOCK — K. M. Young (Cleopatra), P. S. Sayers (Beaver).

To CPOCA — S. D. Shaw (Cochrane).

To CWREN WTR(G) — D. M. Keeling (Centurion DRORM), S. L. Incerti (JAAC Farnboro).

To CWREN ETS — V. G. Boyland (Nelson).

To CWREN SA — A. C. McFadden (Neptune).

To CWREN QA — L. Mears (Drake).

FLEET AIR ARM

To CAEM(M) — C. J. Kidd (Raleigh), G. D. Street (Daedalus AES), B. J. Flewitt (Daedalus AES), C. R. Fagg (849 Sqn A Flt).

To CAEM(R) — N. J. Martin (DGA(N) ASE NATIU), N. A. Briggs (MOD DNIS Portsmouth).

MEDICAL BRANCH

To CPOMA — R. M. Flannagan (Cochrane), G. Bennett (Dartmouth BRNC), J. V. Lake (INM Alverstoke), D. J. Pritchard (Nelson RN Div. Sch.).

CHIEF PETTY OFFICER TECHNICIAN

HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in November and December:

CPOCT — P. D. Waring (Coventry).

AMTI — A. H. McAdams (RNH Plymouth).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in November for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — P. S. Wincott (Warspite), P. W. Ruskin (Spartan), R. Johnson (Spartan), K. I. Millar (Sultan), P. Biggs (Campbeltown), K. Keeling (Nelson), G. A. Roberts (Cardiff).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in November and December:

CPOMEA — D. T. Cobb (Sirius), J. G. Lawrence (Defiance SMMU), S. P. Mallett (Tireless), N. J. Novelle (Alacrity), J. A. O'Donnell (Newcastle), P. D. Swinn (Osiris).

ACPOMEA — P. W. Appleford (Sultan), P. A. Brown (FOST FMG), R. K. Malik (Sultan), T. E. Spokes (Tireless), A. J. Turner (Hermione).

CPOAEA(WL) — A. G. Brewster (707 Sqn. Heron), A. S. Toone (707 Sqn. Heron).

CPOAEA(M) — E. Goodall (RNAS Portland).

CPOAEA(R) — P. A. Keith (810 Sqn (SEA).

CPOWEA — M. I. Carr (Gloucester), T. A. Carrington (Newcastle), N. L. Easton (Intrepid), P. A. Green (Phoebe), M. J. Heath (Collingwood), J. M. Ramm (Dolphin SMMU), N. C. Snook (Sheffield).

ACPOWEA — M. J. Penfold (Ariadne), P. Wilcock (Royal Arthur), C. L. Wood (Neptune SM10).

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Pauline (23), Bournemouth, Dorset. **Elise** (21), 5ft. 9in. Newport, Gwent. **Melanie** (20), 5ft. 5in. Bristol. **Roz** (30), Surbiton, Surrey. **Gillian** (21), 5ft. 8in. Newcastle-on-Tyne. **Emma** (20), 5ft. 2in. Neath, W. Glam. **Rita** (20), Isola Liri, Italy. **Michelle** (21), 5ft. 7in. London. **Tania** (18), 5ft. 7in. Newport, Gwent. **Julie** (25), 5ft. 6in. Cambridge.

Linda (23), 5ft. London. **Joy** (24), 5ft. 1in. Bristol. **Samantha** (18), 5ft. 7in. Plymouth, Devon. **Maggie** (31), Houston, Texas, USA. **Rachel** (25), London. **Tracey** (18), 5ft. 2in. Bristol. **Rita** (17), 5ft. 6in. Claverden, Warks. **Tracey** (17), 5ft. 5in. Banbury, Oxon. **Lisa** (17), 5ft. 4in. Woodbridge, Suffolk. **Rachel** (17), 5ft. 8in. Canterbury, Kent.

Christine (32), 5ft. 6in. Chaddesden, Derby. **Deirdre** (34), 5ft. 1in. Norwich, Norfolk. **Linda** (35), 5ft. 3in. Bristol. **Dawn** (41), 5ft. 2in. Liskeard, Cornwall. **Michele** (19), 5ft. 6in. Twickenham, Mddx. **Shona** (20), Glasgow. **Trish** (17), 5ft. 6in. Halifax, Yorks. **Joanne** (16), 5ft. 6in. Milton Keynes. **Gillian** (24), 5ft. 7in. Chaddesden, Derby. **Edwina** (33), 5ft. 3in. Lancaster.

Debbie (22), 5ft. 5in. Tenby, Dyfed. **Kath** (31), 5ft. 4in. Dover, Kent. **Sarah** (18), 5ft. 3in. Rotherhithe, London. **Alison** (23), 5ft. 7in. Hounslow, Mddx. **Foonglan** (19), 5ft. 7in. Totteridge, London. **Diane** (16), 5ft. 4in. Rowlands Castle, Hants. **Caroline** (17), Havant, Hants. **Stephanie** (23), Hanwell, London. **Angela** (24), 5ft. 6in. Newcastle-upon-Tyne. **Jo** (22), 5ft. 7in. Newport, Isle of Wight.

Lesley (24), 5ft. 3in. Stevenage, Herts. **Caroline** (30), 5ft. 2in. London. **Jackie** (31), 5ft. 4in. South Woodham Ferrers, Essex. **Brenda** (40), 5ft. 2in. Norwich, Norfolk. **Maxine** (16), 5ft. 1in. Rochdale, Lancs. **Janet** (23), 5ft. 5in. Gosport, Hants. **Lucy** (22), 5ft. 5in. Plymouth, Devon. **Daryl** (22), 5ft. 5in. Pewsey, Wilts. **Kay** (34), 5ft. 2in. Plymouth, Devon. **Heidi** (22), 5ft. 5in. Bristol.

Pearl (24), Bishop Auckland, Co. Durham. **Debbie** (24), Rotherham, Yorks. **Marie** (25), Weybridge, Surrey. **Maggie** (32), 5ft. 3in. Uttoxeter, Staffs. **Marion** (34), 5ft. 6in. Harlow, Essex. **Angie** (18), Lewes, Sussex. **Ann** (44), 5ft. 6in. Stourbridge, W. Midlands. **Jean** (44), 5ft. 2in. Bromley, Kent. **Samantha** (23), 5ft. 5in. Peterborough. **Sara** (21), 5ft. 7in. Cardiff, Glam.

Debby (24), Lewes, Sussex. **Roz** (25), Gerrards Cross, Bucks. **Becky** (18), 5ft. 5in. Bristol. **Ruth** (35), 5ft. 8in. Torpoint, Cornwall. **Claire** (19), 5ft. 3in. Glasgow. **Michelle** (23), 5ft. 6in. Shipley, Yorks. **Brenda** (48), 5ft. 4in. Southampton, Hants. **Marianne** (34), 5ft. 6in. Brussels, Belgium. **Cheryl** (18), London Colney, Herts. **Jacqui** (23), Gerrards Cross, Bucks.

Maria (17), 5ft. 4in. Southampton. **Elaine** (16), 5ft. 1in. Plymouth, Devon. **Angela** (27), 5ft. 5in. Edinburgh. **Anna** (30), 5ft. 2in. Rotherham, Yorks. **Charlotte** (19), 5ft. 2in. Ipswich, Suffolk. **Morven** (18), Glasgow. **Wendy** (24), 5ft. 7in. Roehampton, London. **Diane** (24), 5ft. 4in. Wythenshawe, Manchester. **Taimi** (30), 5ft. 3in. Rotherham, Yorks. **Julie** (16), 5ft. 2in. Plymouth, Devon.

Celia (39), 5ft. 5in. Glasgow. **Denise** (30), Norwich, Norfolk. **Debbie** (25), 5ft. 5in. Manchester. **Samantha M.** (16), Plymouth, Devon. **Rebecca** (19), 5ft. 7in. Manchester. **Sarah** (16), 5ft. 4in. Plymouth, Devon. **Pauline** (39), 5ft. 11in. Truro, Cornwall. **Lyn** (38), 5ft. 2in. Portsmouth, Hants. **Hayley** (17), 5ft. 7in. California, USA. **Pippa** (47), 5ft. 4in. Plymouth, Devon.

Angela (26), 5ft. 3in. Leicester. **Eleanor** (21), 5ft. 5in. Barry, Glam. **Tina** (33), Peterborough, Cambs. **Claire** (18), 5ft. 6in. Rotherham, Yorks. **Rosemary** (21), Arlesey, Beds. **Melanie** (19), 5ft. 9in. Rotherham, Yorks. **Mandie** (20), 5ft. 3in. Leeds, Yorks. **Jean** (37), Southport, Merseyside. **Yvonne** (45), Newcastle-on-Tyne.

Deaths

R. E England Lieut.,RM. RM Poole. Nov. 27.

R. T. Brindle. WOMEA. HMS Neptune. Dec. 7.

Sir Peter Walker, KBE, CB, DSC. Vice-Admiral (retd). Former Chief Naval Engineer Officer and Director General of Dockyards. Ships included HMS Duke of York in battle off North Cape, Cornwall, Berwick, Chequers and Phoenicia. Aged 78.

Sir John Stevens, KBE, CB. Vice-Admiral (retd). Served 1917-56, appointments including executive officer of HMS Malaya, Captain Coastal Forces Mediterranean, and commands of HM ships Cleopatra and Implacable. Mentioned in Despatches. Later appointments included CINC America and West Indies Station and Deputy Supreme Allied Commander Atlantic. In retirement was president HMS Malaya Assn. Aged 89.

Warren Tute. Novelist, playwright and historian. Served RN 1932-46, including North African and D-Day landings. Mentioned in Despatches. Last appointment as Lieutenant-Commander was deputy sec. to Chief of Combined Operations. Aged 75.

W. R.D. Gerard-Pearse, CBE, LVO. Capt (retd). Served 1941-72, commands including HM ships Tenby, Phoebe and Belfast. Later Regional Naval Officer, SW District.

G. Coleman. Ex-Shpwt. Ships included HMS Maidstone and Indefatigable. Aged 61.

A. R. Barnes. Ex-CPO. Ex-Ganges, ships including HMS Kelly, Ivanhoe and Warspite. Aged 82.

J. McGinley. Served 1939-48, including HMS Belfast, Cottesmore, Scylla and Sirius. Aged 69.

R. Farnham. Ex-AB. Ex-Ganges, ships including HMS Ocean and Sikh. Member Sikh Veterans Assn. Aged 65.

A. C. Thompson. Served 10 years, including HMS Savage and Phoebe. Aged 70.

W. L. Collins. Ex-CSTO. Chatham Division. Served 1911-33 and 39-45. Aged 94.

L. E. F. Marner. Ex-LSTO Mech. Served 1939-48, ships including HMS Goathland, Warspite and Resolution. Aged 71.

H. Tomlinson. Served in submarines 1941-46. Member Hull Branch SOCA and founder member West Riding branch. Aged 75.

A. Edwards, MBE. Ex-CEL. Served 30 years, including 10 in HMY Britannia. Ships included HMS Hood, Dainty and Swale.

E. R. Ford. Ex-LTEL. Served 1935-49, including HMS Courageous, Queen Elizabeth, Hero, Grimsby and Trenchant. Aged 70.

R. Morris. HMS Barham Survivors Assn.

R. Towman, DSM. Ex-CPO QMI. Served 1926-51, including many years in Submarine Service. Boats included HMS Taku, Trenchant, Taurus and Seascout. President Bury branch SOCA. Aged 79.

P. Darby. Ex-CERA. Served in submarines 1945-67. Chairman and founder member Gatwick Branch SOCA.

The deaths have occurred of the following members of the Algerines Association: **R. Porter,** Ex-STOMech, HMS Sylvia; **H. Cole**, Ex-AB, HMS Vestal and Jewel; **H. N. Peake,** Ex-SHPWT. HMS Fly; **W. Roberts,** Ex-POCK, HMS Gossamer.

The deaths have occurred of the following members of the HMS Burnham Association: **G. L. Thornton, W. G. Cook** and **G. J. Bacon.**

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

J. E. Passingham, Portsmouth. Aged 60.

D. Harvey. ex-RM, Hereford City. Aged 63.

F. Gurman, Northampton. Aged 64.

J. Graham, Northampton, Aged 75.

Rev. J. Scott, life member and padre, Harrogate. Served in RM, Second World War. Aged 64.

Mrs. Stella Jones, Reading. Aged 56.

H. Mills, Reading. Ships included HMS Kent. Aged 67.

Dr. H. Fitzgibbon, founder member and president, Silverton Exeter; also member of Taunton. Aged 73.

P. O'Brien, BEM. Dereham. Ex-CY. Later with RFA in Falklands.

J. Curley, secretary Liverpool, life member and former national council member No. 10 Area. Also member of the Corvette (Flower Class) Assn.

F. Hill, founder member Dewsbury, Batley and Birstall.

J. A. H. Rogers, founder member Poole. Ships included HMS Pakenham. Aged 71.

A. Gallagher, Billington and Whalley. Ships included HMS Ark Royal and Vindex. Aged 68.

J. Kenna, Capenhurst. Aged 71.

T. Millington, Birmingham Central. Formerly with RN Patrol Servied. Aged 64.

Appointments

MAJ. GEN. R. J. Ross is to be Major General Royal Marines Commando Forces in succession to Maj. Gen. N. F. Vaux from March 27.

Brigadier A. F. Whitehead is to be Chief of Staff to the Commandant General Royal Marines from May 3 in the rank of major general.

The Rev. G. Lavender, currently based in Plymouth, becomes Principal Roman Catholic Chaplain(N) from May 6 in succession to the Rt. Rev. Msgr. W. R. Brown.

Other appointments recently announced include:

Capt. F. G. Craig. RNAY Fleetlands as Superintendent. May 25.

Cdr. P. L. Wilcocks. Gloucester in command. April 14.

Cdr. A. R. Nance. Nottingham in command. March 5.

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Why not give the one in your port a try when you next have a run ashore? Family accommodation is now available at Rosyth. Please telephone Inverkeithing 413770 for further information.

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Royal Sailors' Rests

South Georgia stamp issue

THE first major Services Expedition to be sponsored by the Ministry of Defence and the Royal Geographical Society has been commemorated in a special issue of four stamps for South Georgia and the South Sandwich Islands.

Thetis bell displayed

CHILLING reminders of one of the Royal Navy's worst peace-time disasters, the sinking of the submarine HMS Thetis in 1939, feature in a new addition to the 'Safe Passage' gallery at Merseyside Maritime Museum, Albert Dock, Liverpool.

The new case shows both the bells from Thetis and from SS Ranger which took part in the salvage operation.

The Combined Services Expedition to the Sub Antarctic island of South Georgia in 1964-1965 was planned and led by Cdr. Malcolm Burley, the current Vice President of the Rotary Club of Saxmundham and District.

Peak named

Besides the distinction of having his expedition's achievements recognised by a postage stamp issue, Cdr. Burley was also awarded the MBE, received the Cuthbert Peak Award from the Royal Geographical Society and has a mountain in South Georgia named after him.

Students move to Gordon barracks

THE new Aberdeen University Royal Naval Unit headquarters has been opened by the Viscount of Arbuthnott.

Vice-Admiral Sir Peter Livesay, Flag Officer Scotland and Northern Island, was the naval guest of honour for the occasion.

The unit, which has moved to its new site at Gordon Barracks, is made up of 50 students from the University and Robert Gordon's Institute of Technology.

Unit members are instructed in maritime affairs and the Royal Navy in particular, with practical navigation and leadership training taking place at sea in their fast patrol boat HMS Chaser.

Ensigns seek new homes

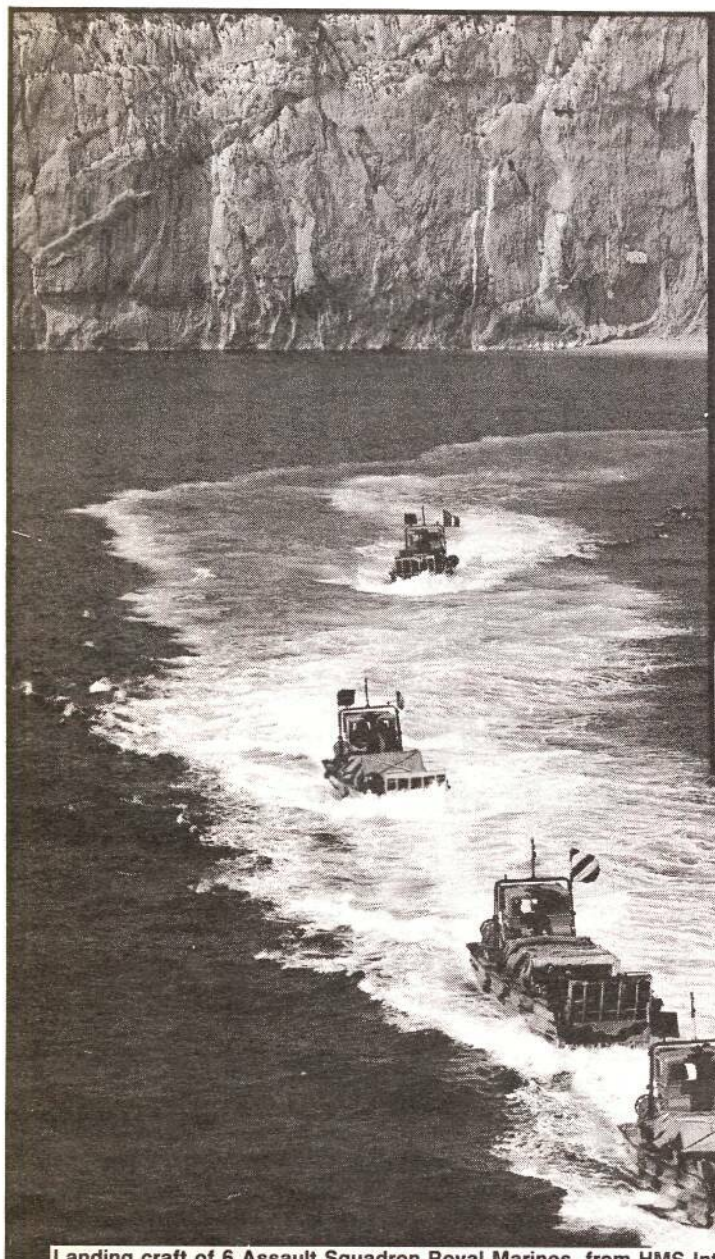
WHEN it comes to flying the flag the Church of St John the Baptist in Felixstowe, Suffolk has always been proud to display its two Royal Navy ensigns.

But time has proved to be the enemy and the ensigns — with plaques bearing the inscriptions "HMMGB 77 Lt-Cdr R P Hichens DSO, DSC RNVR killed 13.12.43 deposited by HMS Beehive 1.8.43" and "Presented to HMS Curlew in 1917 by Lady Beatrice Pretyman and was deposited in this church July 1943" — are in a poor state of repair.

Now the Rev. Kenneth Francis is appealing to relatives or old shipmates for help.

Anyone who may be willing to take charge of the ensigns should contact him at St John's Vicarage, Princes Road, Felixstowe.

Intrepid's 'grand tour'



Landing craft of 6 Assault Squadron Royal Marines, from HMS Intrepid, operating off Governor's Beach, Gibraltar.



Princess Michael of Kent signing HMS Intrepid's visitors' book watched by the captain's secretary, Lieut. Chris Payne.

European visit a cultural highlight

MEDITERRANEAN culture abounded for the ship's company of the assault ship HMS Intrepid during the Autumn deployment under the new command of Capt. Richard Bridges.

Highlight for many was a long week-end in Venice when the ship was berthed close to St Mark's Square, enabling all to enjoy the architectural sights.

The visit was given a Royal flavour with the arrival of Prince and Princess Michael of Kent at the ship's official cocktail party.

More history was on offer in Athens with the Acropolis and Flea Market particularly popular.

Before Intrepid arrived in Naples Major Paul Irvine gave a series of lectures on the assault of Monte Cassino in 1944. Over the weekend more than 50 of the ship's company visited the battlefields and war cemeteries.

Operational training was carried out by embarked trainees, who included apprentices from HMS Sultan, midshipmen from Britannia Royal Naval College, Dartmouth, young Royal Marine officers from Lympstone, and ME Application course officers from the Navy's engineering college at Manadon.

This culminated in Exercise NIRIIS 89 — an annual Greek exercise in the Aegean Sea — which also involved the French and Spanish navies.

Arrow gets her freedom in Sunderland

HMS Arrow's six day visit to Sunderland — during which she received the Freedom of the Borough, as noted last month — renewed old ties after a long absence.

The Type 21 frigate has maintained close links with Sunderland since she was commissioned there 13 years ago — and now her crew have earned the right to parade through the town.

Also honoured by her home town was BBC news reporter Kate Adie, who recalled that her first assignment as a broadcaster had been to welcome a naval vessel to Wearside. She had mispronounced the name — and missed the arrival anyway, as she was looking out for a ship, not a submarine.

Members of the ship's company enjoyed a visit to the local Rolls Royce factory while the highlight of the sports fixtures was a soccer match against a Sunderland AFC select team, which the locals won 7-1.

On the day of the ceremony, the Mayor of Sunderland Cllr Robert Kirby inspected guard and divisions of HMS Arrow, which has just undergone a major refit. The conferment of the Honorary Freedom was made before a packed chamber at a special meeting of the Borough Council.

TRAINING HQ OPENS

THE new squadron headquarters of the Royal Navy Elementary Training School at RAF Topcliffe, Thirsk, was opened by the Naval Secretary, Rear-Admiral David Dobson.

He met members of the staff and students who start their naval flying career in Bulldog training aircraft.

Eric's a model builder

OVER the years Eric Dyke, from Wivenhoe in Essex, has become a familiar character within Royal Navy circles through his skill as a model maker of warships.

Most recently Eric completed a model of the Type 82 destroyer HMS Bristol.

And he was invited on board to present it to Bristol's commanding officer, Capt. Peter Franklyn.

Eric has already produced a series of warship models including HM ships Sandpiper, Wilton and Andromeda.

And after constructing replicas of HMS York and HMS Brave he's now considering the enormous challenge of building a model of HMS Ark Royal.

'21' guns salute for the last time

CAPT. Mike Johnson, commanding officer of HMS Active and Captain F4, joined forces with Capt. Paul DuVivier, Captain Training at the School of Maritime Operations, HMS Dryad, to celebrate more than eight years of firings in Type 21 frigates by Principal Warfare officer (Above Water) students.

HMS Ambuscade, commanded by Cdr. Mike James, was the latest Type 21 to undertake the duty and while in the Gibraltar area fired the 10,000th 4.5in Mk8 gun PWO round and the 100th Seacat missile.

To mark the occasion, engraved shell cases were exchanged between the two captains who then joined forces to celebrate with the ship's staff and students on Dryad's PWO 80A course.

Type 21 frigates have enjoyed an unbroken run of PWO firings since the early 80's, when the move from analogue to digital systems was made.

However, the association is soon to end as PWO (A) training is to be undertaken by batch 3 Type 22 frigates, allowing students to gain experience with the Seawolf, Goalkeeper, GSA 8 and Harpoon systems.

The last "21 club" firings take place this month when HMS Amazon hosts the final students — bringing to an end a longstanding partnership.

Rover's return

IT WAS back to school for RFA Black Rover after an unveiling ceremony by the Flag Officer Sea Training, Rear Admiral Roy Newman.

For the 'training tanker' Black Rover was presented with the Station Tankers Badge of Merit.

The badge, which takes the form of a road warning sign for a school, is traditionally only worn by the Station Tanker to the Flag Officer Sea Training and is awarded for meritorious service in his support.

Divers salvage gun



ARTEFACTS from HMS Hampshire, the cruiser lost in mysterious circumstances in 1916, are to be displayed in the Lyness Naval Museum, Orkney.

One of the items recovered by a salvage team was a three pound deck gun, and while it was being cleaned and preserved it was noticed that a live shell was still in the breach.

Fortunately, naval divers were able to make the shell safe without damaging the gun.

Finding a loaded gun has provoked fresh thought about the mystery of the cruiser's loss.

It has always been assumed that the Hampshire hit a mine, although at the time there was speculation that it might have been sabotage.

The remaining artefacts from the Hampshire will form a fitting memorial to those who lost their lives as well as a continuing memorial to all seamen who served at the Scapa Flow Base.

The museum is looking for artefacts and photographs regarding life at Lyness during both World Wars. Readers who would like to give or loan material to the museum should contact Mr. R. D. Hughes, Special Projects Manager, Orkney Islands Council, Council Offices, Kirkwall, Orkney.

The picture shows the Navy diving team from Rosyth with the gun from HMS Hampshire which contained the live shell. Left to right: LS(D) Darran Lacey, LS(D) Micky Raine, PO(D) Gine Gratton.

RNR

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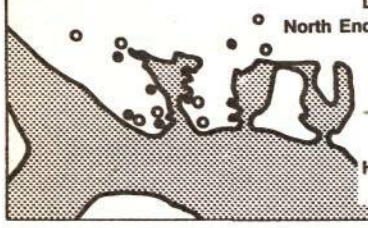
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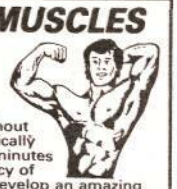
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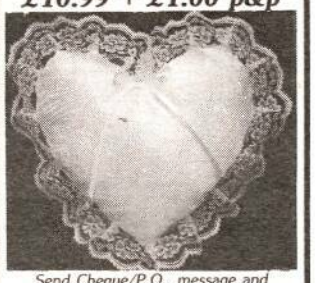
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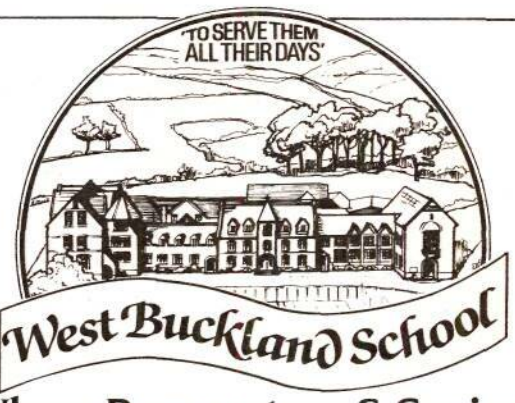
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Royal Naval Association

Money rolls in for Music Relief Fund

WITH a total of £30,000 already raised by RNA branches for the RM School of Music Relief Fund, the staff at Headquarters can hardly believe their eyes when more cheques keep falling out of the morning post.

For many branches, particularly those with a small membership, it is never easy to fund raise on a big scale. However many of them combined the fund-raising effort with seasonal social activities, such as Trafalgar celebrations, and got shipmates digging deep in their pockets.

Basingstoke held a Harvest Festival in its newly refurbished club and raised £400 for the fund. A further £200 was raised for local charities by staging a concert of 'Soul Music' for the yonger age group.

At **Andover** Trafalgar night dance a raffle raised £111 while members of **Bognor Regis** managed £100 at their monthly meeting and passed a vote of sympathy to the relatives of the bandsmen killed, among them Bandsman Bob Simmonds, who lived locally.

The salty good humour of Shep Woolley at a social evening organised by **Hartlepool** had members digging deep in their pockets and raising £250 for the fund.

Banbury too, organised a social evening during which £126 was raised while a raffle at **Braunton and Torridgeside** Trafalgar dinner dance raised the contribution of the North Devon Services Organisation to the fund to well over £800.

York plays host to Russian convoy club

THE ancient city of **York** is growing very popular as a venue for ship association reunions. The recent group to visit the city were 100 members of the Russian Convoy Club, who were helped with their arrangements by York branch.

The branch Trafalgar night dinner was enjoyed by Shipmate Geoff Mills, chairman No 5 Area, and his wife, Brenda. A 'signal' of greetings was read out from the former branch president, Cdr Keith Harris, Naval Attache, Oman. The branch send thanks to West Ham and Welwyn Garden City clubs for the welcome and hospitality extended to the York contingent attending annual reunion in London.

Members of **Crewe** enjoyed an 'At Home' held in the Crosville Social Club, highlight of which was a film show by the RN and RM Careers Service.

At a dinner dance celebrating the anniversary of Trafalgar, members of **Brighton and Hove** were treated to a floor-show by Shipmates Tom Avery and Sid

BRANCH NEWS

Wanstall. On the following day, the branch president, Shipmate John Blackman, and his wife, Lilleas, invited members to their home for an 'Up Spirits' and buffet lunch. The visitors thank them for a happy celebration.

His fellow shipmates at **Poole** mourn the loss of founder member, Shipmate Jim Rogers, a popular and respected shipmate. As a Petty Officer aboard HMS Pakenham during the Second World War he won the DSM for keeping constant contact with the German U559 before she was sunk.

The fact that the **Doha** branch is not yet one year old, did not stop members hosting a Trafalgar night dinner for officers and ratings of **HMS Manchester** when the ship visited the Gulf. Guests at the dinner included the British Ambassador and his wife and the commanding officer of the Manchester. The function raised a handsome profit thanks to raffle prizes donated by a local business man.

Members of **Dewesbury, Batley and Birstall** celebrated Trafalgar at a dinner dance attended by 80 shipmates, wives and friends. The guest of honour was Lieut-Cdr. H. Clarke RN (Rtd), who was accompanied by Mrs. Clarke. The branch mourn the loss of founder member, Shipmate Fred Hill.

The mayor and mayoress of Lewisham with representatives of the Royal British Legion, and the Royal National Lifeboat Institution, attended a church service organised by **Lewisham** branch to commemorate Trafalgar.

Members of **Swansea** who had a super visit aboard the submarine **HMS Oracle** when she visited the port of Swansea thank the crew for the hospitality extended when they were welcomed aboard.

Members of **Liverpool** branch were saddened by the death of Shipmate Jim Curley, the branch secretary. A life member and former national council member of No 10 Area, he was a much loved shipmate and member of the Corvette (Flower Class) association.

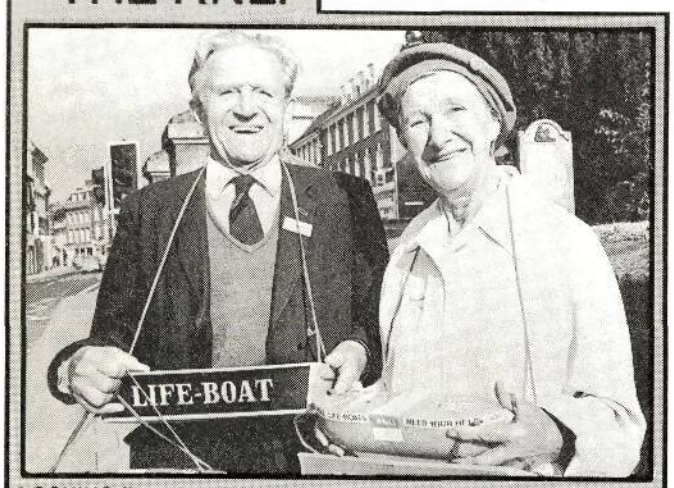
The Swan Inn, was the venue for a lively Trafalgar celebration by members of Lydney, who quenched their thirst before filling the rum tub for the traditional toasts. These were proposed by Shipmate Hodge, the branch chairman, and Shipmate J. Camm, the rum bosun, dispensed the 'tots'. The landlady of the Swan Inn, entered into the spirit of the occasion and provided the happy sailors with welcome 'eats' before going home.

The tragic death, due to a road accident, of Shipmate Roger Fisher, aged 39 years, deprives **Tamworth** of its vice-chairman and **No 8 Area** of its standard bearer. With Shipmate Ian Beard, Roger helped form the Aircraft Handlers Association in 1987 and was very proud to have seen membership grow to 430 in two years.

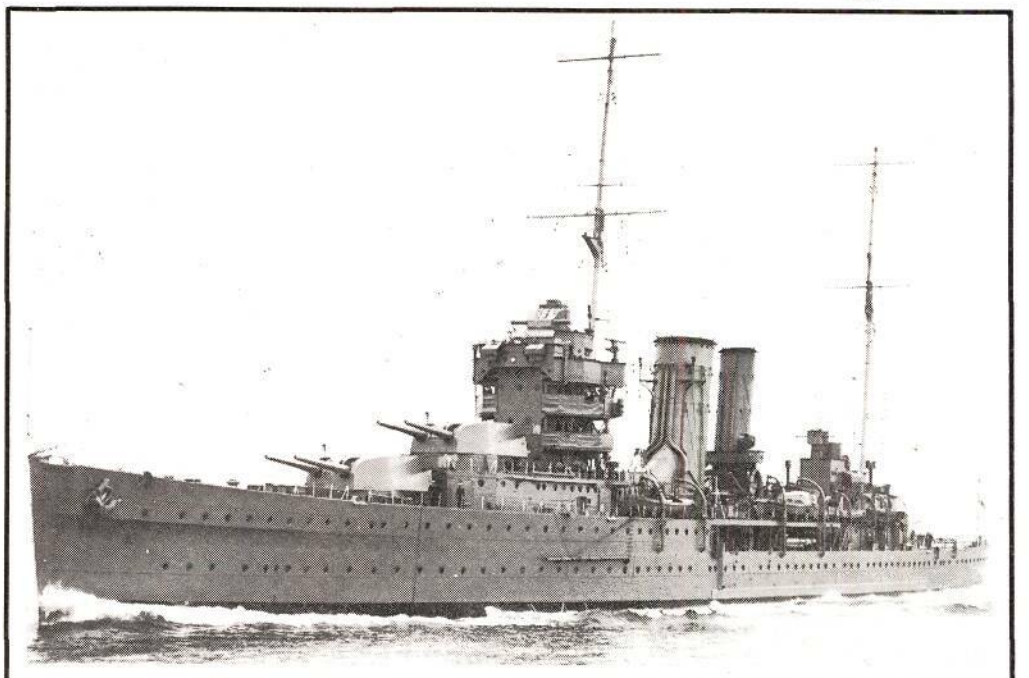
A cake in the form of a White Ensign donated to the daughter of a member of **Banbury** branch was raffled and re-donated to the Children's Ward of Horton Hospital, a donation of £30 from the proceeds of the raffle going to Scyamore Children's Home. In the past year the branch has raised over £600 for various charities.

To mark the retirement of the Very Reverend Peter Walker, Bishop of Ely, members of **Soham** branch presented him with a Bosun's pipe appropriately inscribed "My call, like prayer, reaches above the storm". The presentation was made on behalf of the branch by Shipmate Bob Riley, the branch vice-chairman. The Bishop spent five years serving with the Royal Marines, some of it aboard two ex-USA - four stackers.

PUSHING THE BOAT OUT FOR THE RNLI



LOOKING fit and sprightly Shipmates Peter Grandey, vice chairman of Blandford branch, and his wife, Rose, smile happily as they collect in Market Square, Blandford on Lifeboat Day. Peter, is aged 89 years, Rose, 87 years. Both have been selling flags for the RNLI in the area for the past 25 years. Peter, who joined the Navy in 1915 and retired as a Chief Yeoman, served in HMS Ajax during the Battle of the River Plate.



Cruiser's ensign returns home from Germany

OLD 'Yorkies' will be pleased to know that the White Ensign of the wartime cruiser, HMS York, above, has returned home after 48 years.

The York ensign was presented recently to Shipmate Bill Knight, chairman of Enfield branch by his German 'oppo', Gunter Krausekopf who was on an exchange visit to the Enfield branch.

As a boy of 12 years, Shipmate Krausekopf was 'Navy crazy'. He attended a welcome home parade for German paratroopers in the garrison town of Braunschweig and was given a signed photograph of the commanding officer of the paratroopers — Cornel (Obert) Ramcke — and later, the York ensign as a souvenir.

HMS York was badly damaged at Suda Bay, Crete on March 26, 1941. The ship was beached to avoid sinking. But on May 22, 1941 with salvage work completed Cornel Ramcke and his paratroopers attacked and the York had to be blown up and abandoned.

However, the ship's White Ensign appears to have had a life of its own. It passed from the hands of the York's attackers to the safe hands of young Gunter Krausekopf. What the young boy who was 'Navy crazy' could not have foreseen is that 'the enemy' would one day become his friend.

Blandford pays homage to men lost at Gallipoli

NEAR the entrance of Blandford Military College is the memorial to the Collingwood Royal Naval Division of First World War renown. The memorial has a special significance for shipmates of **Blandford** branch, particularly for Shipmate Roy Adam, the branch chairman, whose father organised a small service there from 1920 until his death in 1950, when his son took over.

To-day the remembrance services, held on June 4 and on Remembrance Day, get bigger and more impressive. Many of the sons and daughters of the men of the Collingwood RN Division who fought and died at Gallipoli, attend. HMS Collingwood is also well represented, with a big turn out of shipmates from Blandford and neighbouring branches.

The Army Garrison keep the memorial ship-shape, flowers are planted regularly and the site and its surrounds are well looked after. To ensure the memorial's future, Shipmate Adam's son, aged 34 years, who farms nearby, is now one of the memorial's trustees.

The memorial in fact, seems to link one generation with the next. At a recent service, WEM(R) Simon Poole, whose grandfather, Alfred Poole, fought at Gallipoli, was a member of the unarmed party from HMS Collingwood, attending the service of remembrance.

Though Simon's grandfather landed at Gallipoli and fought, he was sent back home when it was discovered that he was only aged 15 years. He went on however, to serve in HMS Sirius in the Second World War and on retiring from the Navy was secretary of the Blandford branch for 16 years.

PORTSEA DANCE

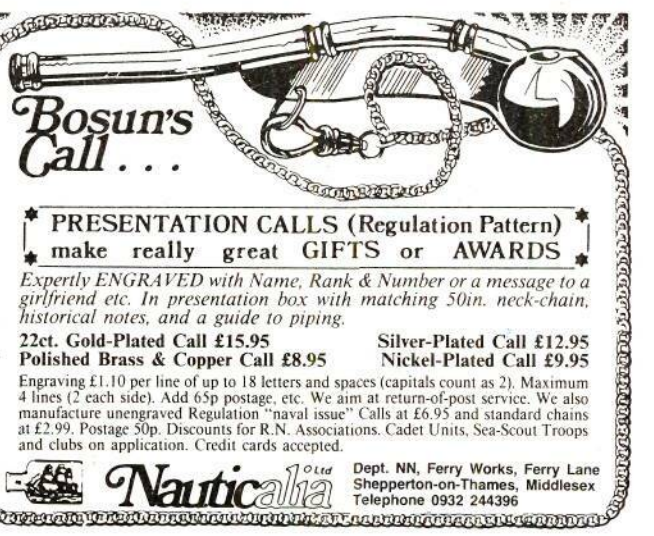
THE date has now been set for the annual dinner/dance at Portsea RNA. The event will take place on Saturday, February 17 at the R.S.H.C., Queen Street.

Tickets, price £16, are available from Alan (tel. 755925) or Ken (tel. 824231).

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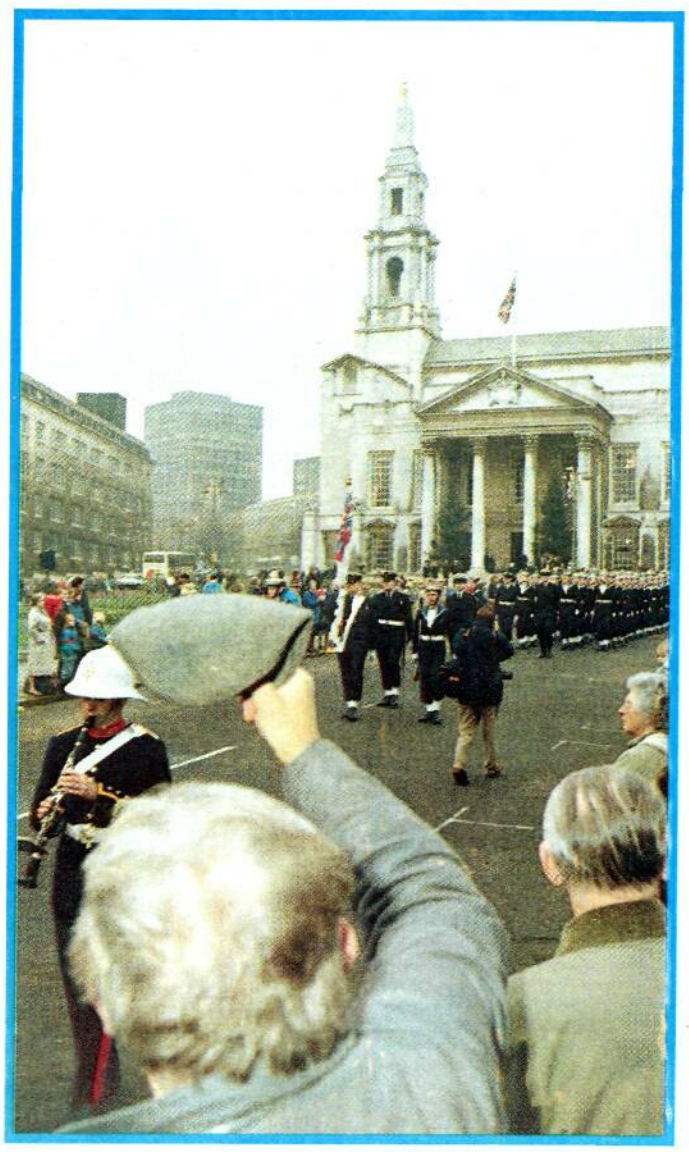
BRITISH AEROSPACE IN SAUDI ARABIA

EVERYTHING YOU MAKE IT

Cheers!

Ark Royal is the pride of Leeds –





ALMOST 16 years to the day since the fourth HMS Ark Royal received the Freedom of the City of Leeds, the men of the fifth ship to bear the name marched through the streets with bayonets fixed, drums beating and Colours flying.

The history of the link between the Ark and Leeds goes back to 4 November 1941 when the City Fathers decided to adopt the third Ark as part of their campaign to raise funds for the war effort.

Ten days later the ship was sunk off Malta and such was the wave of emotion that followed her loss that £9.3m was raised by the city — over three times the original target.

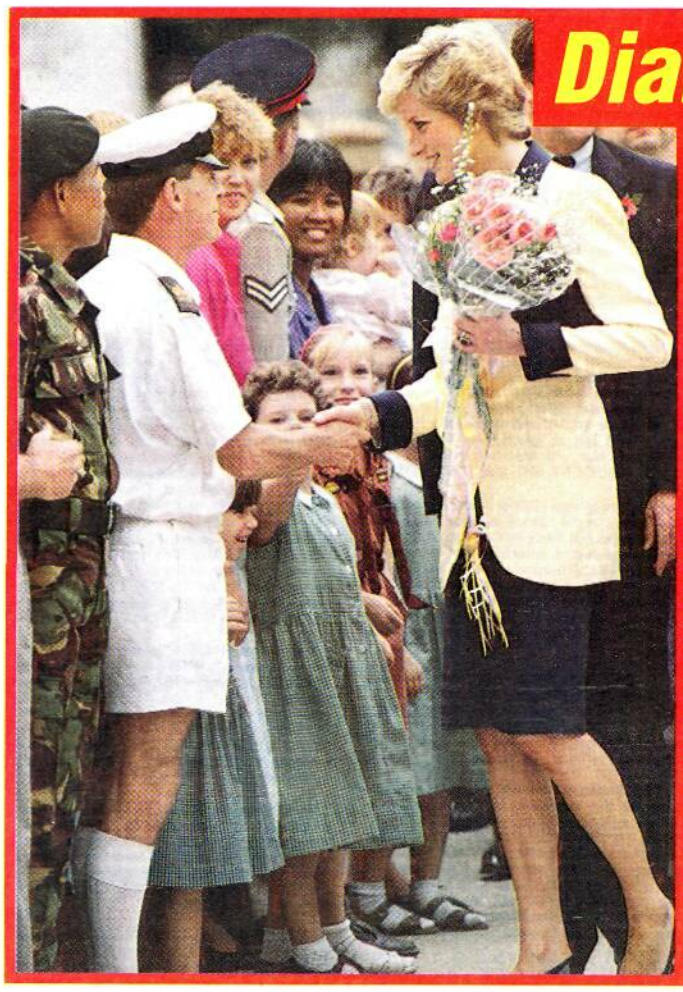
Not surprisingly, the adoption of the fourth Ark quickly followed. Thirty years later she was granted the Freedom at a ceremony attended by the Queen Mother.

The present ship, invited to exercise their rights, started by despatching eight volunteers to run the 254 miles up from Portsmouth to raise £2,000 for local charities.

When the main body of men arrived for the week of celebrations they were met with countless offers of hospitality. One group paid a visit to Tetley's Brewery, presenting a 'tiddley' for the Ark Royal bell behind the bar — while on hearing that the Ark did not possess a RAS flag, the company handed over their Huntsman flag (picture above).

On the day of the parade 1,500 people came to watch the march past led by Royal Marine Commando Training Centre Band outside the Civic Hall (left).

Diana tours Tamar



FOR Naval families in Hong Kong the highlight of the Prince and Princess of Wales' visit was a walkabout by Princess Diana through the headquarters base at HMS Tamar.

Children were bused in from British service schools around the territory and a general invitation went out to families to come and greet the Royal visitor.

Several hundred lined the main thoroughfare through Tamar to give the Princess an enthusiastic greeting as she made a leisurely tour, shaking hands, receiving bouquets and pausing for the occasional chat.

The three day official visit was devoted mainly to events involving the civil community. But there were many Royal comings and goings at HMS Tamar as the Royal couple were staying aboard HMY Britannia, berthed at one of the outer walls with the escort ship HMS Nottingham on the other side of the Basin entrance.

● The trim Princess meets Mickey Shone, who runs the Tamar gymnasium.

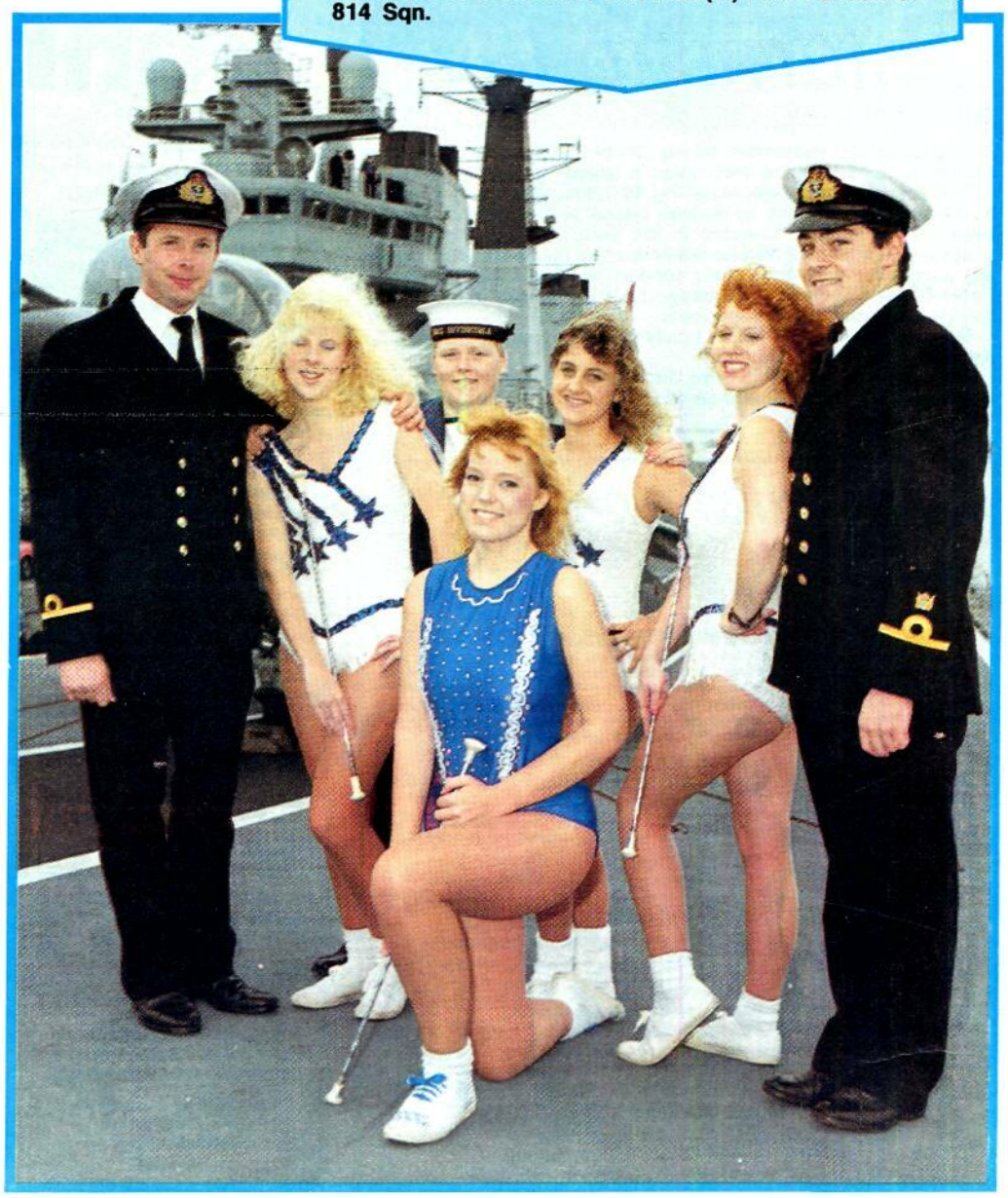
– and nothing could be finer than to be in Carolina . . .

WHILE HMS Ark Royal was enjoying the traditional Northern hospitality of Leeds, her sister carrier HMS Invincible was getting a Southern-style welcome — Southern-style USA, that is.

As reported last month, she put into Wilmington, North Carolina after 2½ months of anti-submarine exercises in the North Atlantic.

And among the first of the 30,000 visitors who came on board during her nine-day stop-over were the all-American cheerleaders pictured below.

● Greeting the Southern belles are Sub-Lieuts. Guy Randell and Colin Miller and AEM(M) Alan Flintioff of 814 Sqn.



At Your Service

Reunions

Combined Services of South Cheshire are holding a reunion on May 5, at Crewe College of Further Education, Crewe. Those interested contact: Mr. Jim Davies, 18 Alton Street, Crewe, Cheshire CW2 7QQ (tel 0270-60959) or write sending stamped addressed envelope.

HMS Mermaid: Former members of the 5th and 12th Escort Group, also the Second Frigate Squadron are invited to a reunion at HMS Daedalus, on July 28. Further details from: Mr. J. Anderson, 123 Ingleborough Drive, Spotbrough, Doncaster S. Yorks DN5 7AB (tel 0302-784946).

HMS Tartar (1939-45): Mr G. Squires, Appletree, Arford Road, Arford, Headley, Hants GU35 8BT, wants to know if a reunion is planned for old shipmates.

HMS Devonshire (1973-77): A reunion of former members of the ship's company will take place at HMS Phoenix on February 24. Details from Mr. Charlie Moss, 24 Burley Road, Sittingbourne, Kent ME10 1JJ (tel 0795-473016).

HMS Indefatigable association are holding a reunion at the Royal Sailor's Home Club, Portsmouth, on March 28. Those interested contact: Mr. Jack Hibberd, 23 Canterbury Ave. Sholing, Southampton SO2 8EB (tel 0703 447682) — or write, sending stamped addressed envelope. Members of the association attended the 'Massing of the Colours' on November 11, at the Punchbowl Pacific Memorial overlooking Pearl Harbour.

HMS Whitsand Bay: A second reunion will be held for former members of the ship's company on March 10, at the Union Jack Club, London, at 1930 hrs. Those interested contact: Mr W. Westbrook, 21 Kildare Court, Barcombe Close, Eastbourne, E. Sussex (tel 0323-33105), or Mr. G. Peat, 2 Ashfield Ave. Beeston, Notts (tel 0602-227523).

Gollies: Serving and ex-serving senior EW rates, interested in a social evening on March 17, at the WOs. & CPOs', Mess, HMS Dryad, contact: CPO(OPS)(EW) McFarland, tel Cosham 210522 ext 4599). Tickets £6 include meal and entertainment.

HMS Trafalgar (1959-61): To commemorate the 30th anniversary of the commissioning of the Battle class destroyer former members of the ship's company held a reunion and cake cutting ceremony in the Royal Sailors' Home Club, Portsmouth. The guests included Admiral Sir Simon and Lady Cassels. Vice-Admiral Sir Anthony Tippet and Rear-Admiral and Mrs G. C. Crowley. The toast was proposed by Capt John Hall RN, followed by a cake cutting ceremony. Further details from: Mr. A. E. Senior, Corner Shop, Litcham, King's Lynn, Norfolk PE32 2NZ (tel 0328-701579).

HMS Ladybird Sasebo Japan 1950-53: The third reunion of former members of the ship's company will be held at the Gimcrack Hotel, Fulford Road, York on April 7, 1900 hrs for 1930 hrs, tickets £3.50. Last call for acceptance March 24. Further details from: Mr Terry Cooper, Tara, 28 Hopgrove Lane South, Malton Road, York YO3 9TG (tel 0904-425883).

HMS Leander association seventh reunion will take place at Swadlincote, near Burton-on-Trent, on April 21 to which ex-ship companies from 1936 to 1987 are invited. Details from: Mick Bugden, 7 Wordsworth Avenue, Swadlincote, Burton-on-Trent, Staffs (tel. 0283-213780).

HMS Kingston (K class): A second reunion of former members of the ship's company was held at the RNVR Officers' Club, in London and was attended by 22 members and their wives. A reunion is planned for the autumn and those interested should get in touch with Mr. George (Trigger) Sear, 48 Medcalf Road, Enfield Lock, Middx EN3 6HL (tel. 0992-763341).

HMS St George (1939): A week's reunion is planned in the Isle of Man for those who were trained at HMS St George. An extensive programe of entertainment is planned for the week's reunion (April 23 to 30), with special package offers starting from £63 for 3/4 days. Those interested write to HMS St George, c/o Isle of Man Department of Tourism, 13 Victoria Street, Douglas, Isle of Man.

Convoy Signalmen who served during the war in the Western Approaches, interested in a lunchtime reunion at the Adelphi Hotel, Liverpool on May 18, contact: Mr. Len Matthews, 10 Black Pond Lane, Lower Bourne, Farnham, Surrey.

HMS Sussex: To mark the 50th anniversary of the bombing of the Sussex in Prince's Dock, Glasgow on September 18, 1940, the City of Glasgow is holding a civic reception in September to mark the anniversary to which former crew members of the ship, especially those who served during the 1940 period are invited. Further details from: Mr. Ron Royes, 30 Central Hill, Upper Norwood, London SE19 1DT (tel. 01-670-3827).

HMS Arethusa Association reunion buffet will take place on Saturday, February 24, at Lyme Regis Golf Club at 7.30 p.m. Tickets at £10 each, available from Mr. R. T. Sawyer, House Manager, Golf Club, Timber Hill, Lyme Regis, Dorset, DT7 3HQ (tel: 02974 2043).

HMS Bullen (K469) second reunion will take place at the St Edmunds Motel, Gorleston, Gt. Yarmouth, on April 28 at 6.30 p.m. Details from C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft, NR32 3ER. (tel: 0502 561130).

HMS Venerable association fifth biannual reunion dinner/dance will take place on Saturday, March 31, at the Great Barr Hotel, Birmingham, details from: Bas Redfern, 64 Coppice Road, Talke, Stoke-on-Trent, SY7 1UA (tel: 0782 784876).

WRNS Association. To celebrate the 70th anniversary of the Association of Wrens a reunion is planned to take place in Nowra, New South Wales, Australia from October 19 to 21. Those interested contact: Jean Newton, PO Box 3105, Nowra North, NSW 2541, Australia.

HMS Howe (1942-57): Those who served in the 'Howe', all ranks are invited to a reunion on April 14 at the Royal Sailor's Home Club, Portsmouth. Interested 'Howeites' should contact: Mr. Reg Goldsmith, 28 Hamtun Crescent, Totton, Southampton, Hants SO4 3PA (tel 0703-862927).

HMS Mauritius: Mr. James Carton, 38 Windermere Road, Hyde, Cheshire SK14 4PU, would like to hear from former members of the ship's company interested in a reunion. He would also be pleased if ex-crew members involved in the rescue of Glider Troopers off Sicily would get in touch. The name of the ship's former Captain would be appreciated as would the name of the Rescued Trooper who died aboard the ship and was buried at sea.

HM Ships, Beagle, Boadicea and Bulldog (1939-45): The 23rd annual reunion for former members of the ship's company will be held in London on May 12. Further details from Mr. A. Back, 30 Cottenham Park Road, London SW20 OSA.

103rd Entry Halton Apprentices: A reunion is planned to take place in October or November to mark the 25th anniversary of leaving Halton. Those interested should contact: Mr. Les Shardlow (tel 0844-292200) or Mr. Les Garden (tel 0753-683245 ext 237 or 0256-31397 (home). They are especially interested in hearing from Mr. Chris Mount.

23rd Destroyer Flotilla: A second reunion is planned to take place at HMS Nelson, Portsmouth on June 2. Those interested contact: Mr. Bill Swift, 37 New Road, Lovedean, Portsmouth PO8 9RU (tel 0705-591032) or write enclosing stamped addressed envelope.

HMS St Vincent 1957: Those who were members of No 4 Entry or of Hawke 42 or 43 class interested in a reunion, May 1992, contact: Mr. John Youde, 19 Charlotte Close, Priory Fields, Little Haywood, Stafford ST18 0QJ (tel 0889-881129).

Ajax 213 Div WRNS (1968): Former Wrens of Ajax Division interested in a get-together contact Mrs. J. M. Buskell (nee Reading), ex-POWren Wtr(P), 29 Somervell Drive, Fareham, Hants (tel. 0329-231405).

Wartime Ark Royals. The Commander-in-Chief Naval Home Command, Admiral Sir Jeremy Black and the Commander of the present HMS Ark Royal, Cdr. Roger Parkes, were guests of honour at the association's annual reunion dinner held in the Hospitality Inn, Portsmouth, attended by 95 members and wives. Further details from Mr. C. R. Bounds, 12 Hambridge Road, Bishops Itchington, Leamington Spa, CV33 0RN (tel. 0926-612865).

DEMS Association. Any ex-naval rating who served in the DEMS (Defensively Equipped Merchant Ships) during the Second World War and is interested in joining the association contact: Mr. Alf Thomas, 3 Heathwaite Crescent, Liverpool 11 (tel. 051-226-5067).

Over to You

MTB personnel: Herr Friedrich Schmitz, Overhagener Trasse 68, 4780 Lippstadt, West Germany (tel. 02941-13195), wishes to contact former crew members of the MTBs which operated against the German 12th Flotilla (1941-45), mainly north of Terschelling, off the Dutch coast, to invite them to a reunion. He would particularly like to hear from those who took part in the action of April 24/25.

Airedale Beagles: This Yorkshire Hunt, named after the Second World War HMS Airedale, celebrate their centenary in 1991 and plan to produce a booklet giving the history. The committee would like to hear from former members of the Airedale. They should contact: Mr. D. Shutt, 'Tree Tops', Quakers Lane, Rawdon, Leeds LS19 6HU.

U1105 (Black Panther): Mr. Alex Niestle, Bahnhofstr 57, 2190 Cuxhaven 12, West Germany, wants to get in touch with former officers and crew of the U1105, renamed 'Black Panther' after being taken over by the Royal Navy at the end of the Second World War. The U1105 was protected with a thin rubber cover against sonar detection and was subsequently handed over to the US Navy. The commanding officers of the 'Black Panther' included-Lieut. W. St Anderson, of HMS Sturdy, Lieut. J. P. Agnell of HMS Sea Rover, and Lieut. A. R. Marshall.

Kanchanaburi Cemetery: Mr. D. K. Cranwell, 8 Harvey Court, Gang Warily, Blackfield, Hants SO4 1SG, on a visit to the Far East to the Bridge Over the River Kwai' area, took photographs of the graves of AB A. Brown (Chatham Div) HMLST 368 and of CPO J. P. Fortune of HMS Prince of Wales, buried in Kanchanaburi cemetery, which has to be of interest to relatives.

HMS Scylla (1942): Mr. H. D. Burgess, Allgreys Cottage, Sweethaws, Crowborough, East Sussex TN6 3SS, who is a ship's model maker would welcome photographs and drawings of the ship adopted by the city of Aberdeen during the Second World War. He would like to reunite the 10 children of West Church St Nicholas School, Aberdeen, who presented a bible to the Scylla, on the fly leaf of which are their names and ten 6p national savings stamps — one of the pupils was Jacqueline Lewry.

HMS Ships Tyne & Verity: Mr. D. E. Sweet, 11 Orchard Road, Chalfont-St-Giles, Bucks, HP8 4HT has found two photographs which may be of interest (tel 02-407-2993). One shows the pennant G35 alongside HMS Tyne, with Sydney Bridge in the background taken around 1945. A partially coloured framed photograph of the Verity shows the ship at sea and under way, taken between 1918-45.

IBM Portsmouth Half Marathon 1990: Portsmouth & Southsea Round Table are organising this event to take place on March 11, at 9.45 a.m. Tickets from: Mr. N. J. Stewart, Empire House, 5 Kings Road, Southsea, Hants PO5 4DJ (tel 0705-751423).

HMS Stodday: Mr. Albert Dean, 54 The Greenway, Colindale, London NW9 5AT, has failed to get any information on the Stodday in which his uncle, Edward W. S. Dean, a Leading Steward is reputed to have served. He would appreciate any information about the ship or about his uncle, who also served in HM Ships Neave, Worthing and Brigadier from 1940 to 45.

HMS Seaham: Mr. L. Alexander, 10 Glamis Road, Billingham, Cleveland, TS23 2AA, recalls the close links between his old school and the ship adopted by the people of Seaham, Co Durham, at the outbreak of the Second World War. He would be pleased to hear from former members of the ship's company.

HMS Mersey: How 10 naval ratings who served in the Mersey and died in 1919, have come to be buried in a roadside cemetery between Bucharest and Sinaia in the Carpathian Mountains, puzzles Mr. B. M. Duckett, of 203 Kingscote Drive, Layton, Blackpool FY 37EW. If anyone can throw light on how they died and why they are buried in a cemetery for British airmen killed over Rumania during the Second World War, he would be grateful to hear from them.

RNAS Hatson: Mr. G. Lamb, South Waird, Marwick, Birsay, Orkney BA22 8AQ, wants to contact Capt 'Fanny' Fancourt, Commanding Officer of RNAS Hatson during the Second World War in connection with a FAA museum to be established in Orkney.

HMS Malagas (RNAS Wingfield, Capetown): Cdr. De Fries SAN, 28 Poplar Ave, Thornton, Cape Province, South Africa, wold like to hear from former naval personnel, including members of the WRNS who served at RNAS Wingfield from 1939 to 1946, who can supply photographs or information for a book being prepared. They can also contact Mr. B. Jenkin, 27 Florence Terrace, Falmouth, Cornwall (tel. 312225).

Offensive Minelaying: Mr Gwyn 'Taff' Evans, 68 Beverley Grove, South Shore, Blackpool FY4 2BE (tel: 0532-46885), is researching a book about high speed craft and ships converted for undercover operations and would welcome 'yarns' relating to Abdiel Class fast minelayers.

Malta 1950: Mrs M. S. Handley, 21 Shrewsbury Drive, Chesterton, Newcastle-under-Lyme, Staffs ST5 7QN (tel: 0782-565232), a native of Malta, is trying to trace Mr John Andrews, ex-RN and wife, Myrtle and their two daughters, who lived at 6 Sliema Road, Gzina, Malta and shopped in her uncle's corner shop 'Spino's', and later moved to England, to 7 Reap Lane, Portland, Southwell.

Calling Old Shipmates

HMS Loch Killisport (1954-55): Mr. R. Glover, Sycamore Lodge, 71 Barton Hill Drive, Minster-on-Sea, Sheerness, Kent ME12 3NF (tel: 0795 876040), would be pleased to hear from old shipmates.

HM Ships Hostile and Wryneck (1940-41); Mr. G. R. Fuller, 58 Hawthorne Avenue, Gillingham, Kent ME8 6TS, who is researching the loss of the Hostile, Cap Bon area 1940 and the Wryneck, lost during the Greek evacuation, 1941, would like to get in touch with survivors.

HMS Campania: Mr. J. E. Ingham, excoder, 6 The Uplands, Rogerstone, Gwent NP1 9FA, who served in the Campania on Russian Convoys would be pleased to hear from old shipmates of the communications branch.

HMS Carlisle & LST 321 (1941-46): Mr. A. F. Allin, 13 Hamilton Drive, Harold Wood, Romford, Essex RM3 0OK, would be pleased to hear from old shipmates.

HMAS Lismore: Mr. R. F. Brennan, 24 Tarella Road, Chelsea, Victoria 3196 Australia, secretary of the Lismore association, wants to trace the whereabouts of the 45 RN officers and ratings who served in the Lismore from 1941 to 1946.

HMS Inglefield (1938-42): Mr. W. (Nobby) Noble, 7 North Street, Egham, Surrey TW20 9RP wants to get in touch with former shipmates ex-signalmen and L/Sigs.

RCN Nabob: Will British survivors of the carrier Nabob, torpedoed off Norway, contact Mr. Reg Lewis, 5 Stansgate Place, Hanley, Stoke-on-Trent ST7 1UA (tel: 0782 272551).

HMS Hoste (1942-45): Mr. Tom (Lofty) Bradbury, ex-STO, 1 Buckingham St, Birkdale, 4159, Queensland, Australia, plans to visit the UK in July and would appreciate a photo of the Hoste, not available from all official sources.

HMS Tadoussac (1942-45): Mr. G. H. Rouse, 54 Lostwood Road, St Austell, Cornwall PL25 4JR, is anxious to hear from old shipmates.

HMS Loch Alvie (1956-58): Mr. Tony (Ali) Faulkner, 65 Gladstone Road, Ware, Herts SG12 0AQ, wants to get in touch with former Quartermasters, AB Bob Smith, Gunner of Northampton and Mne Tim Stringer, 42 Commando, from Bristol.

MV1060 (1945-46): Mr. K. Walls, ex-Sto, 71 York Close, Bournville, Birmingham, B30 2HN (tel 021-433-3897) wants to get in touch with old shipmates especially, Owen of B/UAM, D. Mattlock of Marlock and A. Coleman of Colchester and Stevenage.

HMS Ambuscade (1940-45): Mr. E. G. (Sadie) Sadler, ex-ship's painter, No 1 Bungalow, Prescott, Baschurch, Shrewsbury Sy4 2DP (tel 0939-260364) wants to contact old shipmates. Also any of Hardy Class, RNB Portsmouth, June, 1938.

HMS Bulwark 1961: Mrs. A. Hodgkinson, 55 Edward St, Kirkby in Ash, Notts (tel 0623-755861), wants to contact, on behalf of her brother, Francis James Harris, Mechanician 4 who also served in HMS Sultan.

HMS Seruwa (Ceylon 1944-46): Mr. G. (Blondie) Ashman, 33 Norfolk Ave, Leigh-on-Sea, Essex S9 3HA, wants to hear from former ERMS, especially Roy Robson, Taffy Evans, Eric Collins, Bert King, Ken Lock, and Bernie of Ham.

HMS Zephyr (1945): Mr. C. Brown, 1 St James's Drive, Burton-in-Kendal, Carnforth, Lancs LA6 1HY, is trying to trace anyone who served in the Zephyr at Kiel, Germany, from July to October 1945.

Walpole badge returns to Ely

AT a presentation ceremony at the City of Ely Museum the ship's badge of HMS Walpole was given a grand 'welcome home'.

The solid brass badge, weighing 10-12lbs, was bought by Mr Ken Kelly (ex-RN) from an antique dealer in the Caitskill Mountains, 10 miles from Kingston in the State of New York.

But when he heard that ex-Walpole crew members were holding a reunion and dedication service he contacted organiser Peter Cable suggesting the badge take its rightful place in the 'Walpole section' of the museum.

Mr Kelly and his wife Harriet finally made the journey across the Atlantic with badge in hand.

And there to receive it were the museum's curator Mr Nigel Holman, Ted Tooley, Chairman of Ely RNA and Peter Cable, ex-Walpole crew.

Dolphin unveils conning tower

HMS Dolphin, the Gosport submarine base, has an historic centrepiece — the restored conning tower of a First World War boat.

HM Submarine E17 sank off the Dutch coast in 1916 and lay on the seabed for 70 years.

Fishermen complained that the submarine was snagging their nets and in 1986 the solid copper conning tower was raised and sent to the Royal Naval School of Marine Engineering at HMS Sultan, and then to Dolphin.

Lieut. Graham Howard, leader of a team of engineers who restored the conning tower, said: "There was a gap at Dolphin. We used to have a complete submarine on show but that has gone to the Submarine Museum.

"There is now a centrepiece however, for this historic part of Dolphin."

The renovated conning tower was unveiled by the Earl of Erroll, whose great-uncle, Lieut.-Cdr. Sir Guy Moncreiffe of That Ilk, was the Commanding Officer of E17 when she ran aground off the island of Texel.

Stranded and badly damaged, the submarine refloated at first light but as Sir Guy set course for home, an unidentified cruiser appeared on the horizon and approached at high speed.

Assuming the cruiser to be German, Sir Guy ordered his crippled boat to dive, but water poured in through the hatches and he decided his submarine was too badly damaged to stay submerged. In a bid to save his crew, he surfaced.

The "enemy" turned out to be a neutral Dutch warship on exercise, and she picked up the grateful British submariners, who were interned by the Dutch for the duration of the war.

E17 meanwhile had sunk to the bottom, where she remained for 70 years.

Jump jet story on show at museum

THE Fleet Air Arm Museum has launched the first stage of a major new exhibition telling the jump jet story — the unique international development of V/STOL aircraft.

The hall housing Concorde 002 has been bought by the museum from the Science Museum and extended to accommodate the international jump jet exhibition, which will be opened in June.

At a ceremony to mark the handing over of the Concorde building, and completion of the extension, the aircraft which will be on display, were previewed.

A generous donation from trustee Mr. Bill Regan enabled the museum to purchase the Concorde exhibition hall and construct the extension.

Mr. Regan has also given the Harrier AV8A to the museum.

● Fancy owning a piece of naval heritage? The Society of Friends of the Fleet Air Arm Museum is offering its members and their friends the opportunity to purchase a portion of two anchors from the old HMS Ark Royal and HMS Eagle.

The SOFFAAM Council is funding the refurbishment of the two anchors and their mounting at either side of the museum entrance gates. Members can contribute to the project by purchasing two sq.cm. of the surface area of the anchors for £2. All purchases should be by cheque or postal order made out to SOFFAAM and sent to the Chairman of Ilchester Post Office, Ilchester, Somerset, BA22 9NQ.

Sheraton links up with hotel

THE Ton class minehunter HMS Sheraton wears a Sheraton Hotel crest on her bridge screen to mark the link between the ship and the Edinburgh hotel.

To further the affiliation, Lieut. Simon Charlier, the Sheraton's commanding officer, presented a ceremonial perry buoy from the ship to the hotel's General Manager, Mr. Michael Wale.

The link started during Christmas 1988, when the ship's company hosted a party for deprived children in the Edinburgh hotel. Later, the ship took ten members of the hotel staff to sea for a day.

FLYING DISPLAY FOR BURMA VETERANS

SEVERAL hundred Burma Star veterans took a walk down memory lane last month when they were invited to Predannack Airfield as part of their annual reunion and were treated to a spectacular flying display by aircraft from RNAS Culdrose.

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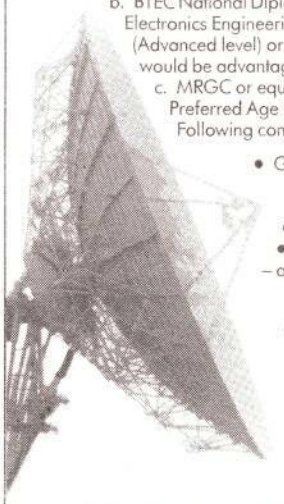
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VICTORY IN THE BASKET

RNAS Culdrose played host to this year's Naval Air Command Basketball Championships, contested by Daedalus, Heron, Osprey and Culdrose.

From the first game, in which they beat Daedalus 76-46, the lads from Culdrose set up a run of easy victories. They next took Osprey 118-47.

Showcase match was Heron v Culdrose. Thanks to a brilliant performance from Jim Leeson in his first season for the Culdrose team, they finished the match with a 106-73 victory.

Fresh from this success, seven Culdrose players were selected to form the Naval Air Command team to play in the Inter-Command Championships at Portland. The NAC showed their superiority throughout, to win all games convincingly and take the title.

GOLFERS SHOW DRIVE!

CAPTAINED by Lieut.-Cdr. Alan Bray, the Combined Services golf team for a visit to Hong Kong included two players from each Service.

The others were Lieut. Phil Guest, current Navy champion, WO2 Ian Gray and Staff Sgt. Steve Mariner (Army), and Sgt. Duncan Beaumont and Cpl. Ian McGarva (RAF). Air Commodore Peter Scott, RAF Director of Sport, was manager.

The tour included a match against the Hong Kong international team. The result was a narrow defeat (3½ to 2½) for the CS players, who acquitted themselves well despite jet lag.

The Hong Kong Open Amateur Championship took up the final four days. Ian Gray won the event back in 1984.

Top class amateurs from all over the world took part. Guest lead the tournament after three rounds, with Beaumont, McGarva and Gray still well in contention a few strokes behind. Bray and Mariner were finding some parts of the course not so easy.

Round four saw more steady rounds from all the players except Guest, who did not quite get going. He eventually ended up sharing fourth place with Beaumont, who pipped him on count back.

McGarva finished seventh, Gray ninth and Bray and Mariner in the mid-twenties — an excellent performance considering the calibre of the opposition and the fact that over 100 competed.

Sponsors Wilson Sporting Goods staged a long driving competition on the fourth day and the CS team captain was invited to nominate two of his team to take part. The 10 competitors each had six drives.

Six foot four inch McGarva was the first serviceman to hit and covered a prodigeous 295 yards, which was the winning distance. The much slighter Guest, last man to hit, reached 291 yards and was runner up.

The team members wish to thank their sponsors — Cathay Pacific, GEC Avionics and the Combined Services and single Service Sports Boards.

Finally, it was a highlight of the pre-championship social programme for the UK visitors and many others to dine at the home of Mr Hari Harilela, Overseas Vice-President of the CS Golf Association and a great benefactor of sport in general.

SPORTING ROUND-UP

FOUR RN/RM triathletes put up the best performance by a British team in the European Ironman Triathlon Championship.

POPT Mickey Flaherty (Osprey) stormed home in a personal best time of 10 hrs 38 mins 15 secs. Sgt. Dieter Loraine (Temeraire), a last minute replacement, came home in 11 hrs 58 mins 22 secs and PO(D) Olley Holroyd (Osprey) followed in 12 hrs 25 mins 22 secs.

Wren(R) Jo-Anne Dobson (Osprey) became the first Servicewoman to complete an Ironman Triathlon — her time, 14 hrs 30 mins 11 secs.

Through this mighty effort the team raised more than £2,000 in sponsorship for the cancer charity Quest.

□ □ □

HMS Bristol won the ships' prize convincingly in the RN/RM triathlon championships. CPOMEA Mick Marchant finished ninth overall and LA Mick Oliver was eleventh. Both went on to be selected for the RN/RM team which whitewashed the Army and RAF in the Inter-Services event.

□ □ □

RN air station Culdrose, which already had an active sub-aqua club, recently staged a beginners' training course, culminating in an open water dive.

□ □ □

After winning last year's Astra Nova Challenge with Barry Clark, PO Dean Lee (Yeovilton) has done it again. This year's victory came as Kim Kirk's co-driver in an Astra. He also won the BTRDA 1300cc championship. Dean will now compete in the British National Championship.

□ □ □

After four races the Royal Navy Athletic Club is top of the Westward League, with 5767 points. Bideford (5754), Exeter(5566) and Plymouth (5545) follow. RN athletes are reminded the Southern Cross Country Championships will be held at Parliament Fields, London, on January 13.

□ □ □

Satquote British Defender, the Combined Services entry in the Whitbread Round the World Yacht Race, has been undergoing repairs in Fremantle after the arduous southern ocean leg.

She came into Fremantle in 12th position and the crew will be hoping to better that on the next leg — Fremantle to Auckland. She was due to set sail on December 23rd and there were early Christmas celebrations for her crew to compensate.

Newest member aboard is Surgeon Lieut. Colin Berry (Haslar) who has taken over as medic from an RAF dentist.

□ □ □

Members of the Tarmac Rally Team, 722 Sqdn, HMS Osprey, are hoping to see supporters and offers of sponsorship as they compete in the South Western and Southern Championships.

CPOs Trevor Owen (driver) and Paul Harrison (co-driver), together with team mechanics CPO Paul Higham, PO Paul Wilkinson and LAEM Paul Brown, have honed their teamwork and vehicle — a Vauxhall Chevette fitted with a Ford engine and Opel Manta running gear — over the past months and are straining at the leash!

Faltering at the finish

WITH only one defeat in eight matches played, the Royal Navy football manager ought to be satisfied with his team's performance in the first half of the season, *writes Lieut.-Cdr. Jim Danks.*

But the team's lack of finishing is causing problems at the moment and the half-term report would read — "Has the potential but can do better."

The squad must do better if they are to have any chance of success in the South West Counties Competition and eventually in the Inter-Services.

Cpl Steve Whitehouse and POAEA Chris Baddoo scored the goals which gave the Navy a 2—1 win against the Universities Athletic Union at Guildford.

But old adversaries, the Amateur Football Alliance, turned the tables with a 2—1 win over the Royal Navy at Burnaby Road a week later.

The Navy players had only themselves to blame for this defeat; some good attacking play was let down by some woeful finishing.

Determination to do better paid off when the Navy travelled to Ewell to play the English Fire Service. The match ended in a 2—2 draw, which was a good reflection on the play, although the Navy will feel they should have won. This was a very entertaining and hard fought match.

On a very wet Motspur Park pitch the Navy met London University and took the lead when Steve Riley headed home from a Tiv Lowe corner — a reward for the manager's pre-match planning.

Within two minutes the University equalised. The Navy forwards failed to turn their possession into goals and Nick Haigh hit the bar when it appeared easier to score!

After 55 minutes Steve Johnson knocked the ball through to Russell Wilson, who scored to restore the Navy's lead. With 20 minutes of play remaining Wilson scored his second (the Navy's third) after good work by Johnson and Steve Whitehouse had given him a strong position.

Slack defensive play kept the University's hopes alive but the Navy held out to secure a 3—1 victory.

● 1990 sees the centenary of Portsmouth Football Association and it is intended that a souvenir booklet should contain a section about the Royal Navy connection.

Anyone with material they believe would be helpful in the production of the booklet is asked to forward it to Lieut.-Cdr. P. J. W. Danks, Secretary RNFA, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB. Any photographs or cuttings will be returned to the sender. The deadline for articles is February 28.

USMC draws level

WITH six wins to the Royal Navy and five to the United States Marine Corps there was a great deal of interest in this year's "race within a race" during the USMC Washington Marathon.

But despite finishing in a splendid group, the RN team lost out.

Top runner for the USMC was Farley Simon, who finished in second place overall — out of a field of 13,000 runners — in a time of 2 hrs 22 mins 37 secs.

First RN runner home was Mne. Dave Bennet, who finished fifth, in 2 hrs 27 mins 13 secs.

The remaining RN team members finished as follows: 15, Lieut.-Cdr. B. Davis (DADPTC Blandford) in 2.31.54; 21, Mne. D. Pearson (Cdo Log Reg) in 2.33.13; 35, Cpl. C. Cook (Cdo Log Reg) in 2.33.52; 45, WO J. Parr (Cdo Log Reg) in 2.37.06 and 51, Sgt. T. Pares (CTCRM) in 2.37.58.

For the USMC Mislick was eleventh in 2.30.37 and Hoyles was 29th in 2.34.37. Although only three of the USMC team managed to complete the course, the lead time established by Farley Simon was the match winner.

The RN team particularly thanks United Rum Merchants (Lamb's Navy Rum) for covering the cost of commercial flights to and from the States, transport in Washington and running gear. Thanks, too, to Thrifty Car Hire.

SQUASH CHAMP: JAMES AGAIN

FLU and Service commitments forced some players to drop out of the 1989 Open Squash Championships, but the standard of competition was still high.

Lieut. Stuart James RM (CTCRM) may never equal Cdr. Robin Bawtree's 16 Open titles, but he is giving it a good try and this year brought his tally up to three consecutive wins.

Wtr. Jason Youdale (Haslar) and MEM Rick Edmunds (Charybdis) battled it out in the Under 25 competition. Rick built up a 2-0 lead in the final, but Jason rallied and took a 3-2 victory.

Two former Navy players, Frank Smith and Pat Beaton added zest to the veterans tournament, but were knocked out before the final. This was contested by WOPT Nobby Hall (Temeraire) and Cdr. Bawtree (MOD). Nobby's fitness and persistence paid off in a 3-1 victory, giving him the veteran's crown for the second year running.

Arnold Reid held on to the vintage title for the third year in a row and CPO Norman Brooks took the Open Plate Final.

Stuart James came third in the Combined Services individual championship open event and Sub-Lieut. Robin Young was fifth. Rick Edmunds won the Under 25s and Jason Youdale was third. Nobby Hall was runner-up in the veterans event.

Flotilla Week success no angler's tale

DEVONPORT hosted Surveying Flotilla Week, which boasted well supported and keenly contested sporting events.

Taking part were HM ships Hecla, Hecate, Herald, Roebuck, Fawn, Bulldog and Beagle, together with a team drawn from Naval Parties 1008 and 1016 and Captain (H) Staff.

The six-a-side cricket tournament was won by HMS Herald, seeing off HMS Beagle in the final. HMS Hecate took the tug-of-war 2-1 from HMS Fawn.

The temporary closure of the pool at HMS Drake necessitated the cancellation of the planned swimming gala and a six-a-side hockey tournament was arranged instead. In this, the Herald triumphed.

A single bass, too small to qualify for a prize, was the only catch resulting from the shore angling contest, but all eighteen fishermen agreed to come back and try again next year!

Records

Highlight of the week was the athletics championship, which saw new records set by AB Spooner (Hecla) in the 200m, LStd Wheeler (Capt.(H)) in the 110m hurdles and Mr Max Jones (Hecla's canteen manager) in the 800m.

HMS Hecla took the overall team trophy with 75 points, 12 points clear of runners-up, HMS Herald.

The high standard of competition throughout the week demonstrated once again that serving in small ships doing lots of sea-time need not detract from physical fitness and sporting prowess.

CS CRICKET TOUR A WINNER

THREE Royal Navy cricketers took part in the first ever Combined Services cricket tour to Australia.

PO Paul Barsby (Daedalus) had the honour of scoring the first half century of the tour — 68 against the Crusaders in Melbourne. He also scored 52 against the strong ACT Colts (Under 24) side in Canberra.

LS Bob Learmouth (Excellent) was the most successful bowler with 13 wickets, including five in the crucial "Test Match" against the Australian Combined Services at the University of New South Wales in Sydney.

Having played for Gloucestershire II last year, he had the satisfaction of taking the wicket of his County Captain, former England player Bill Athey, playing as a guest down under.

Late replacement Mne. Ian Tattersall (45 Cdo) took three wickets with his off-spinners and had a highest score of 14. His close to the wicket fielding was of a high standard.

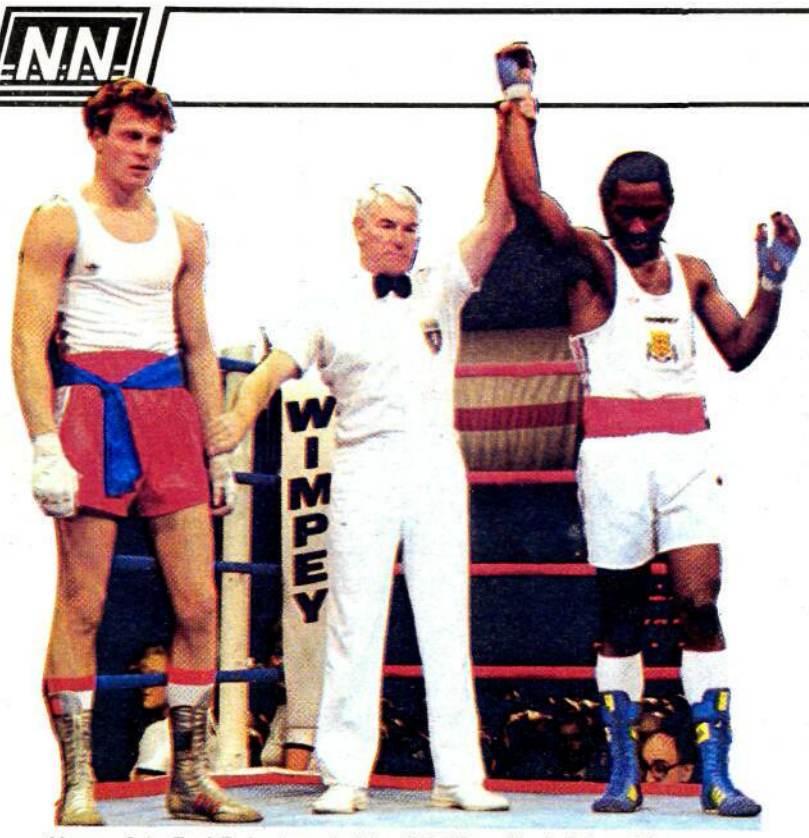
Lieut. Ray Holyer (RNH Haslar) was the senior umpire on the tour and found himself "standing" with former Australian test umpire Tom Brooks in the final match. His prowess as a physiotherapist was also in great demand.

CS won three and drew three of the nine matches and were beaten in the final over of the others. In the two-day "Test" against CS Australia, the British outplayed their opponents in every department.

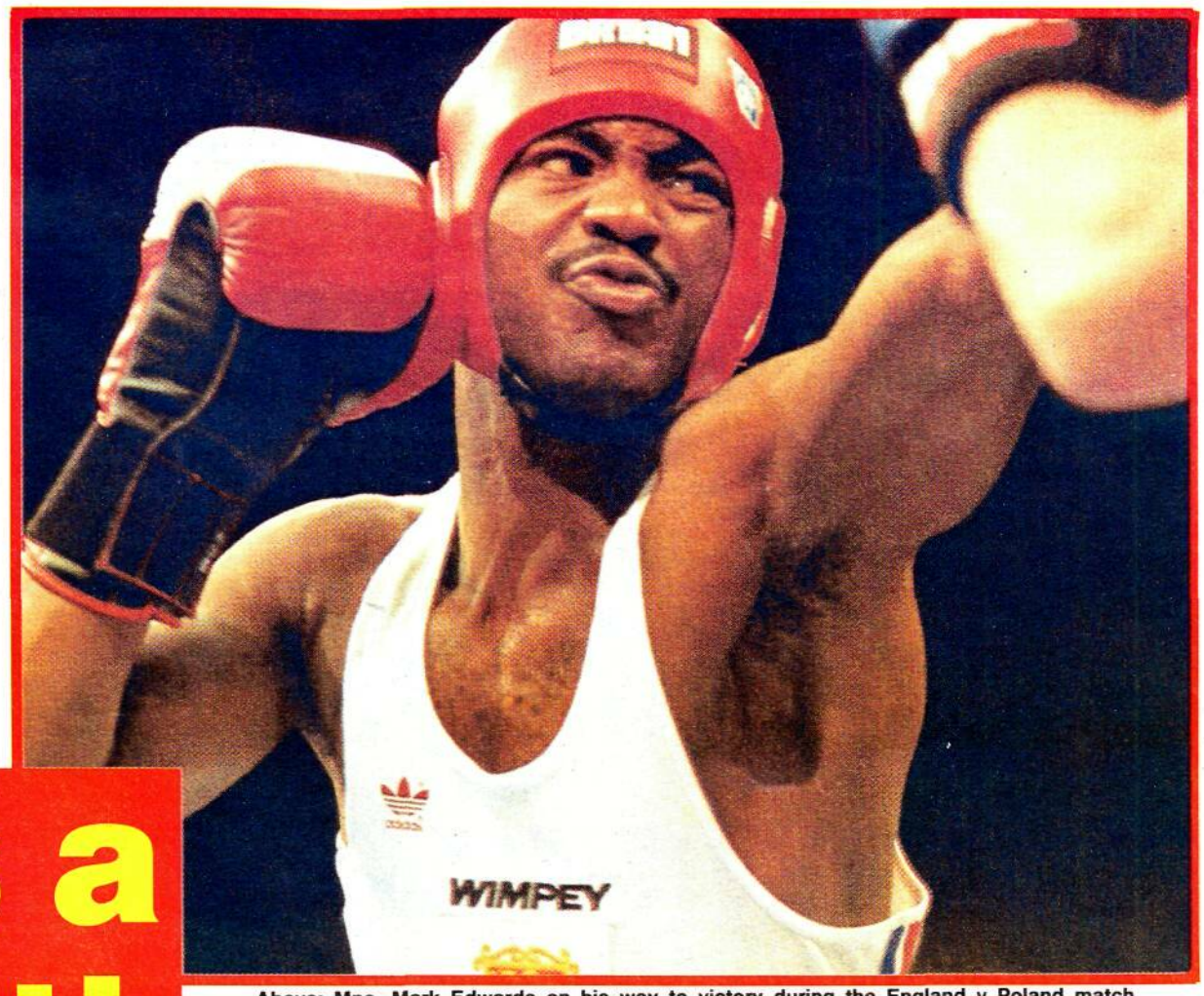
Restricted to 50 overs on the first day, the Aussies scored a mere 151-5 against the Brits' 217-8. Unfortunately the groundsmen watered and rolled the pitch for the second days' play and the Australians slowly accumulated 212 before being all out in the 81st over.

That left the visitors to score 147 in only 27 overs. Eventually four were needed off the last ball: producing an exciting finish and a draw.

Capt. Derek Oakley RM managed this highly successful and competitive tour, which was only made possible through generous sponsorship from individuals and firms, plus substantial contributions from the Sports Boards and players.



Above: Cdr. Rod Robertson holds aloft Mne. Mark Edwards' arm, as winner of his middleweight bout. Robert Buda looks thoughtful.
Picture: Lieut.-Cdr. Nigel Huxtable



Above: Mne. Mark Edwards on his way to victory during the England v Poland match.
Picture: LA(Phot) Brian Bower

Nelson's a knockout!

FIRST it might have been, but the England v. Poland boxing match staged at HMS Nelson certainly won't be the last international at the venue.

So impressed was the Amateur Boxing Association with the organisation brought to bear by the RN Boxing Association and HMS Nelson that an invitation has already gone out to host future events.

The pat on the back came after 3,000 spectators — many top ranking officers among them — turned out for the night's boxing at Portsmouth. They were joined by the vast BBC Sportsnight audience.

All saw an exciting series of bouts resulting in a 6-5 win for England. Warmest welcome was reserved for middleweight Mne. Mark Edwards, who took control of his bout early on and never let opponent Robert Buda settle down.

With a sweetly timed right hook he forced Buda to take a standing count in the second and kept him under pressure with a superior work rate and a stream of uppercuts through the final round. Edwards well deserved his points victory and the crowd loved it!

WARWICK BOXERS HAVE THE EDGE

ALTHOUGH defeated, the Royal Navy boxers performed well in their match against a strong Warwickshire team at Coventry last month.

Team captain, Mne. Les Hudson, boxed at his best to take a unanimous victory against a rugged opponent.

AEM Andy Shields, boxing for the first time in a Navy vest, wasted no time, dispatching his opponent within 60 seconds of the first round.

Another heavyweight boxing for the first time in Navy colours was Mne. Calvert-Garner. He came through a very shaky first round and eventually lost by a majority decision.

Mne. Gary Ground, having his first outing this season, was involved in the toughest bout of the evening and eventually ran out a close loser on points.

Disappointment

Another disappointment for the Navy came when Mne. Steve Goodwin was adjudged loser after three very hard rounds. RN boxing coach, Sgt. Leo Toms, considered Goodwin had done enough.

Mne. Tom McPhee paid the price for a lack of concentration; he was stopped in the first round by the referee after giving his opponent a standing count.

Mne. Dean Hassan ran out of steam at the end of the second round and was retired by his corner as he came under increasingly heavy fire.

Rumming shows great promise

LACK of sufficiently experienced boxers has forced the cancellation of this year's Intermediate and Open Championships, but the Novice Plate produced some thrilling moments, *writes Lieut. Duncan Forer.*

The Royal Marines lifted the title, but it was a Navy man, light middleweight MEM George Rumming, who proved most promising. He landed a perfect left hook on Mne. Chaplin's chin and the Royal never recovered his composure. The referee stopped the contest in the second.

Another very promising novice was LMEA Ridley, who, after receiving a standing count in the first, really moved into top gear, twice flooring AEM Steele to win in the second.

MEM Thorely put in a gutsy performance to rally after a poor start and win by a majority in his special welterweight bout against the taller Mne. J. Gibson.

AEM McLaoghlin and AB Rippon were winners of the two other special bouts. With walkovers at lightwelter, light heavy and heavyweight it was left to the super heavyweights to provide an entertaining finale.

LAEA Cowie advanced powerfully and courageously throughout, causing his opponent great difficulty with swinging rights and lefts. But the referee adjudged his blows unfair and Mne. R. McIntyre was awarded the bout on disqualification.

Cresta-fallen if they don't win

THE 1990 Royal Navy Cresta Team — sponsored by Save and Prosper — travels to Switzerland this month to train for the Inter-Services Cresta Championships.

New toboggans and new men will be the centre of this season's training. Two experienced riders, Mne. Graham Ainge (Intrepid), overall winner in the championships last year, and Lieut. Tim Dathan (Cumberland) will attempt to convert to the new and faster style of toboggan, called platzers.

This new equipment should allow the RN men to match the progress of the opposition.

Meanwhile, two complete novices, Lieut. Phil Ireland (Cumberland) and AB Patrick Riley (Naval Party 1008), will be sampling the delights and disasters of cresta riding, working hard to achieve a competitive standard in the three weeks before the championships on January 31.

Accompanying the four will be two coaches — team captain Lieut.-Cdr. Steve Trotter (RNEC Manadon) and Lieut. Andy Jeffrey (Queen's University Air Sqn.)

A week later they will be joined by two more experienced riders in CPO Nick Morgan (Sultan) and AB Miles Hedley (Osprey). It is hoped PO Ed Nuzum (Seahawk) will also travel out to take over as team coach, but he was badly injured in an accident in the championships last season and his attendance is still uncertain.

The extended training periods for the platzer converters and novices, and their coaches, has been made possible by the generous (£5,000) sponsorship from investment house Save and Prosper.

Although 1990 will feature such a commitment to coaching, all squad members firmly retain their determination to maintain RN supremacy on the Cresta Run, which has been the Navy's for the past four seasons.

ANGLERS LAND FOURTH TITLE

A THIRD consecutive Inter-Service Shore Championship victory made history for the Royal Navy and Royal Marines Angling Association and gave the Sea Section its fourth inter-service trophy in three years.

Hosted by the Army, the event was fished from Browndown, Gosport, and teams of 12 competed.

Zone A, thought to be the most difficult, saw CPO Max Bygrave (Neptune), PO Ian Daft (Osprey), CPO Phil Lambert (Moscow Bcks) and Sgt. Steve Pope (HQ & Signal Sqn) completely outfish the RAF (22) and Army (19) to take 37 points. Max was individual zone winner and Ian was second.

The sailors caught eight fish to record a total catch weight of 3lbs 10oz in Zone B and finished in third place (23). Here the RAF scored 27 and the Army 26.

Zone C was won by the RN on 33 points, with the RAF on 24 and the Army on 18. PO Michael Houston (Osprey) caught the zone's best fish, a 10lb 4oz cod, and won the zone.

The individual championship was won by Cpl. Longstaff RAF and Mike Houston was the runner-up.

Badminton flies high

FLEET Air Arm scored a resounding victory in the Inter-Command Badminton Championships, which saw an exceptionally high standard of play despite the absence of some of the top players.

In the doubles, FAA No 1 pairing of Lieut. Steve Williams and Lieut.-Cdr. Geoff Rowlands, Navy team captain, proved to be in a class of their own, winning all 12 of their games.

Young Devonport No 1 pair, Sub Lieut. David Hill and MEM2 Nigel Onions, showed determination and skill to win 11 out of 12 games, including the nail-biting final game in which they beat Portsmouth No 1 pair, POPT Pete Smale and MEM2 Steve Losh.

Pete and Steven won 10 out of 12 games, as did veteran FAA pairing, Lieut.-Cdr. Rhod Palmer and Lieut.-Cdr. Chris Hyldon.

In the singles, CPO Ted Hill dominated yet again for FAA, winning all eight games. Mne. Lee Cameron (RM) and LPT Nobby Hall (Devonport) each won six.

Result: FAA 42, Portsmouth 30, Devonport 23, Royal Marines 23 and Scotland 12.

ON AMBER AWAITING SPONSOR

PO Nick Carter (Defiance), who sailed his Swedish Yachts 34, Amber Nectar, to ninth in her class in the Round Britain and Ireland Race, has a new ambition . . .

He hopes to tackle the double-handed Transatlantic Race in June and is looking for sponsorship for a faster boat.

CPO Hugh Porter, a colleague at Defiance, crewed for Nick in the Round Britain event.

Navy crews assist in ambulance dispute

MEDICAL Assistants from the Plymouth area were called in to give support during the ambulance dispute in the build-up to the Christmas holiday.

They provided 16 crews in the London District and two more in Dorset — and earned several "mentions in despatches" for their skill and professionalism.

All had been on 72 hours' notice — which led to several cancelled holidays — and were given a two-day refresher course on ambulance routine before being sent into action.

Memorial bust will honour Lord Fraser

THERE are plans to honour the late Admiral of the Fleet Lord Fraser of North Cape by mounting a bust on a plinth near HMS Victory in Portsmouth Naval Base.

The Victory was the last flagship of Lord Fraser, who died in February 1981.

Supporters of a memorial appeal which has now been launched include six Admirals of the Fleet, four Admirals and former Prime Minister and ex-RN officer Lord Callaghan.

Chairman of the appeal fund, which aims to raise £15,000, is Admiral Sir Anthony Morton, who said Lord Fraser's many admirers and friends had for some years sought a public memorial to him. An excellent bust had been produced and the Admiralty Board has approved the appeal.

Describing the action for which Lord Fraser was most famous, Admiral Morton said, "On December 26 1943 the German battlecruiser Scharnhorst, endeavouring to attack convoys to and from Russia, was sunk in tempestuous seas off the North Cape by HMS Duke of York, his flagship, and other ships of the Home Fleet.

"So near this date is surely a very suitable moment to remember a great commander, a great sailor, a great gentleman and, to many, a great friend."

Admiral Morton also spoke of Lord Fraser's formidable command, tactical, organisational and professional skills and, above all, his supreme modesty and common touch.

Lord Fraser's naval appointments included command of the cruiser HMS Effingham and the aircraft carrier Glorious, Controller of the Navy, Second in Command Home Fleet, then successively Commander in Chief Home Fleet, Eastern Fleet and British Pacific Fleet.

Later he was CINC Portsmouth before becoming First Sea Lord.

The address to which donations to the fund should be sent is: The Hon. Treasurer, Lord Fraser Memorial Fund, Office of CINCNAVHOME, Admiralty House, HM Naval Base, Portsmouth, PO1 3LR.



A wartime picture of Admiral Sir Bruce Fraser, later Lord Fraser of North Cape.

£200,000 boost for Navy sport

THE producers of Lambs Navy Rum have agreed to a huge sponsorship deal for Navy sport worth £150,000 over the next three years.

Having already given well over £50,000 in 1989 to help Navy rugby, rowing, marathon running, boxing and children's charities, this latest agreement means that Alfred Lamb International Ltd. will be providing more than £200,000 in sponsorship to the Service.

The company, a subsidiary of Allied Lyons, will donate a cheque for £50,000 to the Sports Control Board on April 1 in each of the years 1990-1992, and if the deal goes well may continue to support Navy sport for years after that.

Lieut.-Cdr. Jeff Blackett, who has been closely involved in the sponsorship agreement, said the Sports Control Board planned to allocate the money so that all sports benefit to some extent.

Saying they were working to shake off any image that rum was a drink for old salts, Lambs said they were aiming to move forward so that their products cater for the more sophisticated modern spirits market.

Their best known brand is dark rum but they have now developed a new range, including Pale Gold (which was associated with some of the naval events sponsored by the company last year), and Alfred Lamb's Reserve (which is now being passed after the port at some naval dinners).

Lambs, who use the White Ensign as a trademark, said they were happy to help the Royal Navy fly their own flag in areas where public money was no longer available to help.

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Penelope clocks up the miles

"HALF a million miles and still going strong" reported HMS Penelope, the Navy's oldest major warship, as she passed the 500,000 mile mark just before Christmas and 8,000 miles from home.

At the time she was on operational duty between the Falklands and South Georgia. There, among the icebergs, she was to carry out the routine roulement of troops and equipment, and spend a few days relaxing in breathtaking scenery over the Christmas period.

Launched in 1962, the Penelope is the ninth ship to bear the name, and is on her sixth deployment to the Falklands area since 1982.

She will be well into her second half million miles by the time she returns to the UK in time for Easter, having paid homeway-bound calls to South America, the Caribbean and Florida.

New lifts for carriers

REPLACEMENT aircraft lifts are planned for the Navy's Invincible class carriers.

In answer to a Commons question, it was stated that the carriers' lifts had successfully supported the ships' operations over the past 10 years, although there had been more defects and failures than anticipated.

Modifications and improvements had increased reliability, but not to the extent considered adequate to enable them to support the ships' role over the remainder of their projected lives.

A programme to develop a replacement lift had been initiated, and industry was to be invited to tender for proposals.



NORFOLK IN SERVICE

THE Navy's newest ship, HMS Norfolk, the first Type 23 frigate, is put through her paces in Plymouth Approaches. The 4,000-tonne anti-submarine frigate, built by Yarrows, has now been accepted into RN service. Her extensive first-of-class trials will continue through this year.

Nine more of these Duke class vessels are now on order, many of them already building.

Picture: CPO(Phot) Pete Holdgate

End of career for veteran Achilles

HMS Achilles, one of the Royal Navy's last two remaining gun Leander frigates, is due to pay off in Portsmouth this month at the end of a career spanning 29 years.

Before returning to her home base for the last time the veteran frigate had scheduled visits to Amsterdam and her adopted town of Port Talbot, in Wales.

Commissioned in 1970, the Achilles has been on two round-the-world deployments, served in the Far East and on the eastern seaboard of the United States, and acted as Royal escort ship and as West Indies guard ship.

The Achilles spent her final year as part of the Dartmouth Training Squadron, giving midshipmen their first taste of life at sea.

She made the first visit by a Royal Navy warship to the East German port of Rostock since the Second World War and was given an overwhelming reception on a visit to the Yugoslavian port of Split.

The Achilles soccer team achieved a notable 2-1 victory over Hajduk of Split, who were lying third in the Yugoslav Football League and are one of the country's oldest clubs.

The frigate will remain in Portsmouth until she decommissions in March. Her future is undecided.

● One of the Achilles' last acts was to pay tribute to her famous Second World War predecessor — the cruiser that fought in the Battle of the River Plate. Her commanding officer, Cdr. Mike Priestly, presented the New Zealand Naval Adviser, Commodore John Leonard, with a commemorative plate.

The old Achilles was originally commissioned in New Zealand in 1936 and was on loan to the Royal New Zealand Navy during the war.

Cyclist saved by Haslar student

THE life of a Plymouth motor cyclist, injured in collision, has been saved by the prompt action of POMA Bill Meechan.

PO Meechan passed the accident scene on the opposite carriageway while driving to a rugby match, turned back at the next roundabout, and discovered that the motor cyclist was not breathing and had no pulse.

He carried out heart massage and mouth-to-mouth resuscitation, instructing his companion how to assist.

The motor cyclist, Mr. David Thomas, who suffered a fractured skull and leg injuries, was later reported to be recovering in Derriford Hospital, Plymouth.

POMA Meechan is a student public health inspector based at the RN Medical Staff School Haslar.

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